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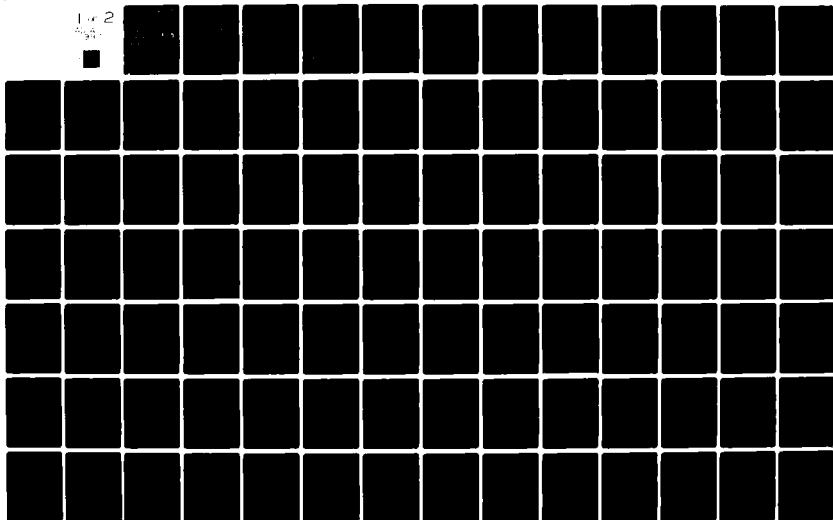
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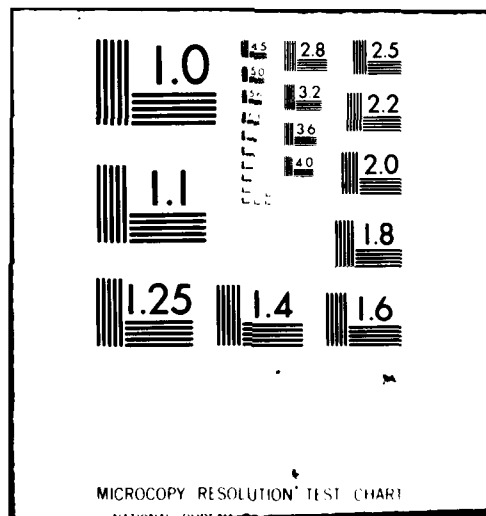
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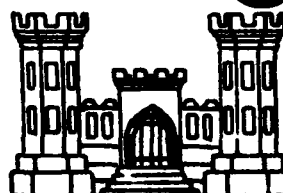
EAST ST. LOUIS & VICINITY, ILLINOIS

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CAHOKIA CANAL DRAINAGE AREA

MADISON and ST. CLAIR COUNTIES, ILLINOIS

**ENVIRONMENTAL
INVENTORY
REPORT**



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Volume 4 of 6

Prepared by: Environmental Researchers of Edwardsville, Inc.

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This six volume set represents a thorough environmental inventory of the Cahokia Canal/Harding Ditch Drainage Area in Madison and St. Clair Counties of Illinois. It was prepared as background information for a St. Louis District Army Corps of Engineers multi-purpose planning study.		

EAST ST. LOUIS AND VICINITY, ILLINOIS
CAHOKIA CANAL DRAINAGE AREA
MADISON AND ST. CLAIR COUNTIES, ILLINOIS

ENVIRONMENTAL INVENTORY REPORT

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VOLUME 6

ATLAS

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SECTION XIV
CULTURAL ELEMENTS - HISTORY

PREPARED BY
WILLIAM TOUCHES DEER POCKETT

INTRODUCTION

The Cahokia Canal Drainage Area encompasses an extensive portion of the southwestern corner of Madison County and a portion of northwestern St. Clair County. The northern boundary of the drainage area is the Cahokia Diversion Canal. The eastern boundary line extends southward from Edwardsville to Collinsville, approximately following Illinois Highway 159. The southern line is roughly from the south city limit of Collinsville westward, meeting the Mississippi just below the Poplar Street Bridge. The western boundary is the Mississippi River itself.

Within the boundaries of the Cahokia Canal Drainage Area is one of the largest population and industrial concentrations to be found on the flood plains of the Mississippi River. Included within it are four sizeable communities of East St. Louis, Granite City, Collinsville, and on the northeast periphery, Edwardsville.

The flood of 1903, which inundated much of the present Cahokia Canal Drainage Area, showed the inadequacy of flood control measures taken prior to that catastrophe. The loss in property and finance was tremendous as a result of the already extensive development of that area of Madison and St. Clair Counties called the "American Bottoms". Agricultural land and small villages well inland from the river were covered as well as those on the banks. Some refugees seeking shelter were sent by train as far as Springfield.

Agitation on the part of residents who feared repetition of the destruction resulted in the creation of the East Side Levee and Sanitary District in 1907. Levee districts had been formed earlier, such

as that in Venice, Nameoki and Chouteau townships, but not on as large a scale. The East Side Levee and Sanitary District was designed to deal with the water problems in the entire length of the American Bottoms within Madison and St. Clair Counties. The first major project of the East Side Levee District was the Cahokia Diversion Canal.

In many ways, however, the Cahokia Canal Drainage Area is a late chapter of a much larger story. The flood waters that the drainage system was constructed to control were in a large part responsible for the attraction of settlers to this area. The fertile soil of the American Bottoms, deposited and renewed by the flood waters that occasionally reached to the bluffs, drew successive waves of Indian, French, British, and Americans to what is now Madison and St. Clair Counties.

This section of the Cahokia Canal Environmental Inventory is a settlement history of the area. Its purpose is to trace the occupancy of this area by people of European culture in order to establish a continuity from the inhabitants of the past to those of the present day. By design this section is complimentary to the review of the East European settlers by Kimball, and the discussion of recent settlement character by Koepke.

The Cahokia Canal Drainage Area possesses a rich past. It was recognized from primitive times as a highly desirable location. Its agricultural fertility was the first aspect to draw population into it. Soon, with expansion of trade, it was obvious that the American Bottoms was an ideal location of collection and shipping of agricultural goods and items. Access to the settlements in the north was

made possible by the Mississippi, but more importantly, the Missouri opened the western frontier beyond the Mississippi to trade. Likewise, the Illinois River served to link settlements in the American Bottoms to those in the upper part of the present state of Illinois, as well as allowing growth of the interior of the state.

With each advance in transportation, the area gained in importance, though not without some problems as will be pointed out in the following sections. As the population increased and transportation links grew, the American Bottoms area gradually became a focal point for industry, ranking today as one of the more important centers of industry in the United States.

EARLY EXPLORATION AND SETTLEMENT

The earliest European explorations of the Illinois country, of which the Cahokia Canal area is a part, were those conducted by the French. In 1673 the Jesuit missionary, Marquette, and a fur-trader, Joliet, descended the Mississippi by canoe to a point somewhere south of the Arkansas River, returning by the same route to Green Bay. The next expedition was that of Robert Cavalier de La Salle in 1682. After careful preparation, La Salle sailed down the Mississippi to its mouth at the Gulf of Mexico in 1682. Here he placed a stone column, laying claim to the entire Mississippi River Valley for the King of France. Both expeditions passed the western edge of the Cahokia Canal Drainage Area, but had little to say about it.

French Settlements

The French were also the first to attempt permanent settlements in Illinois. In 1675, at a site near present day Utica in La Salle County, Pere Marquette established the "Mission of the Immaculate Conception" at a settlement named Kaskaskia (the name, Kaskaskia, would later be transferred to a settlement much further south). La Salle

established two settlements. The first, near present day Peoria, a fort called Crevecoeur ("Broken Heart"), was built in 1680 strictly as a military post. The second, also a fort, was the Fort of St. Louis, built at "Starved Rock" in 1682. It was said to have attracted the settlement of some twenty thousand allied Indians nearby before its abandonment shortly after 1700.

Kaskaskia

Settlements were also founded by Jesuit priests at Kaskaskia and Cahokia. The Kaskaskia community was an actual transplanting of Father Marquette's settlement from Utica to the new site in what is presently Randolph County. The move and resettlement was under the leadership of Father Gravier, and took place, according to early writers, sometime prior to 1690, though not earlier than 1685. More contemporary sources place the date at 1703.

Cahokia

Cahokia was founded around 1699 by a Jesuit named Pinet. First called "Notre Dame de Kahokia", it was a mission to the Tamaroa and Cahokia Indians. Its location soon drew sizeable trade that led to its growth. Cahokia eventually became a major trade site connected by a river with New Orleans and Mobile, and was much prized by France. Cahokia is south of the current Cahokia Canal Drainage Area and along the original Cahokia Creek.

The earliest estimate (1717) of population for the Illinois settlements of Cahokia and Kaskaskia is three hundred and twenty. This figure probably includes only white adults, explaining the seemingly low figure.

War between Spain and France, beginning in 1719, resulted in

the hurried construction of a fort seventeen miles north of Kaskaskia, near the present town of Prairie du Rocher. Work on this outpost, named Fort Chartres, began in 1720. It was for many years the strongest fortification in the West. Fort Chartres became the center of government for the district of Illinois with the division of Louisiana in 1721. This district comprised most of the present state of Illinois as well as the settlements of present day Missouri. The fort remained of great importance until 1772, when the British abandoned it because of flooding.

It can be seen from the preceding paragraphs that most French settlements bypassed the present Cahokia Canal Drainage Area, remaining north or south, with Cahokia the nearest community to the present boundaries.

Chouteau Community

Eventually a settlement was established in the drainage area. A small group of French pioneers set up a community on Chouteau Island around 1750. Here, and on nearby Cabaret (now Gabaret) Island, some of the settlers of Cahokia raised horses for shipment to New Orleans, allowing the river to act as a natural corral. It was abandoned soon after, its inhabitants relocating no doubt to the nearby French communities in St. Clair County. The residents of Cahokia presumably halted the raising of horses on the island at this same time. The only individual specifically identified as relocating was a man named La Croix who moved to Cahokia.

Later settlers discovered the remains of a French orchard and cemetery. The girth of the trees was used to give an approximate date for the establishment of the community. The cemetery, in danger of

being destroyed by the Mississippi River, was relocated in 1802 to a corner of the fields of Amos Atkins, who then owned the land. The river eventually triumphed, however, as the field was in the western portion of section 19 of Chouteau Township. Over half of this section has been washed away, carrying the remains of the French pioneers into oblivion, along with their village site. The French families said to be living on the island in 1800 evidently moved there many years after the original settlement.

One bit of legend concerning Chouteau Island deserves special mention. Brink's history attributes the orchard on the island to Pierre Chouteau for whom the island was named, replacing the earlier title of "Big" Island. Examination reveals that neither he nor his brother or father could have planted the orchard, as Rene Auguste Chouteau, the father, was born in 1749. Even allowing for inaccuracy in the date for the settlement does not lend substance to the story.

British Period

The French and Indian War, ending in 1759 with the French defeat by the British, was a turning point for North America as a whole. The French possessions were surrendered by the Treaty of Fountainebleau to the British Crown in 1762, including the settlements of present day Illinois. When actual control of the Illinois country came into British hands in 1765, the population was listed at two thousand and fifty white settlers, with nine hundred blacks in the area. Approximately one-third of the whites and nearly all of the blacks left the British area, going either to Ste. Genevieve or to the newer French settlement at St. Louis.

The transfer of power had little impact on the Cahokia Canal Drainage Area. The British were content to take control of established French settlements and expand little beyond that. The drainage area was again something to be avoided rather than exploited. There are no records of any attempt at British settlement in the Cahokia Canal Drainage Area.

THE AMERICAN PERIOD

What Britain gained in war with France, it lost to the Americans in the Revolution. For the most part, the fighting had little physical effect on the settlements in Illinois. This was partly due to the distance from the majority of the battles and the refusal of the largely French populace to participate in any way.

The Americans did realize the strategic importance of the settlements at Kaskaskia and Cahokia however. In 1778, George Rogers Clark, a Virginian, launched his daring plan for capturing England's western outposts. He reached Kaskaskia in early July, finding it in the hands of a local militia. The British garrison had been transferred to the East early in the War. The capture was accomplished without bloodshed, on July 4. The people, upon learning that France was the ally of the Americans, readily swore allegiance to the colony of Virginia.

Several Frenchmen accompanied Clark and his forces north to Cahokia. Here the British forces were only minimal. On July 6, with the added influence of Clark's new French allies, the entire village surrendered without a fight. Virginia thus came into possession of the settlements of Illinois.

Although still at war, Virginia took steps to begin administration of the conquered area. In October of 1778, the Virginia Assembly created the County of Illinois, encompassing the entire region northwest of the Ohio River. This county was made a formal portion of Virginia the following year.

Reorganization by United States Government

With the end of the Revolution in 1783, the new United States began the task of governing its extensive territory. There were heated debates concerning the claims of western territory by the various states. Under the Articles of Confederation, Virginia, as well as the other Eastern states, renounced their claims to western lands. These lands, including the present Cahokia Canal Drainage Area, were organized into the U.S. Northwest Territory, and under the Compact of 1787, were given the right to enter the Union as equal states in the future. This compact also forbade slavery within the territory. The five states later created from the Territory were free states as a result of this document. There were many later unsuccessful attempts to override this provision of the Compact.

LAND CLAIMS

Land claims are important to an understanding of settlement in Madison and St. Clair Counties and the Northwest Territory as a whole. A variety of systems were applied, depending on current national control. The early French settlers had provision for possession of land in common as well as individual grants. The individual grants were awarded to those who could prove that they would benefit the community as a whole. The French system seemed quite equitable as grants were made without regard to financial or political status.

The British commanders, however, after taking control, exercised the right of granting land, subject to approval by the King. In order to solidify this right they destroyed the major portion of the French land records at Kaskaskia, creating great confusion concerning later ownership. After the Revolutionary War some individuals were able to force confirmation of older British grants by the new government of the United States. As might be expected, this method benefited only the rich and/or politically powerful.

When Virginia ceded its western land to the federal government in 1784 it had stipulated that the claims of French and Canadian settlers, swearing allegiance to Virginia, should be confirmed. A proclamation in 1790 directed that possession would be confirmed on recognition of the authenticity of prior title or claim.

The grants awarded by the United States fell into four categories:

First were ancient grants or allotments derived either from foreign governments (French or British) or Indians. There were no grants of this type confirmed within present Madison County, possibly due to the earlier destruction of supportive records at Kaskaskia. Many families in St. Clair County, at Cahokia, for example, were able to prove title awarded under the French.

Second were grants made to heads of families. Under a law passed on the twentieth of June, 1788, a donation of 400 acres was given to the head of each family. The Madison County portion of the drainage area had no claims of this type, but by special action, many of the French inhabitants in St. Clair County were given land under this provision. This was in compensation to many who had no title to their property, again largely due to British destruction of French records.

Third, improvement grants were awarded by the law of 1791 to those who had actually cultivated or improved the land. These grants were not to exceed four hundred acres to any one person. Few improvement grants were made in Madison County but again, St. Clair County, as

a result of its increased development, had forty-eight claims of this type.

The fourth class of grants, Militia Rights, were awarded under the law of 1791 to individuals who had obtained no other donation of land from the United States, and who on August 1, 1790, had been enrolled militia and performed such duty. The law provided for not more than one hundred acres per person. This was later increased to one hundred sixty acres in some cases. These grants were of the most importance to the Madison County area as a whole. The sixty-nine claims of this type were over half of the claims filed. In St. Clair County there were 255 militia claims, the larger population resulting in more claims.

Land ownership in the Illinois area remained for the most part tangled and questionable following the establishment of the Northwest Territory. So confusing was the situation that emigration to the area nearly stopped. In an effort to solve the problem and free more public land for settlement, Congress in 1813 passed a law granting the right of pre-emption. This made ownership dependent on occupation and improvement, resulting in vigorous immigration to the current Cahokia Canal Drainage Area. Other settlers already in the area took advantage of the confusion to gain extensive tracts of land, purchasing unfirmed claims from individuals who were willing to take cash rather than wait for possible title. Nicholas Jarrot, for instance, amassed sizeable holdings in the entire modern drainage area by this method. In St. Clair County it is recorded that in the seven years following 1798, the claims originally held by 400 people within the present limits of the county came into the hands of eighty-nine individuals. These individuals included Mr. Jarrot, holding 1,128 acres, and James Piggott, with 1,120 acres. One man, John Edgar, managed to gain title to 39,700 acres! Despite various limits in the different claims, he

was awarded 28,800 acres under the head of family act, 400 acres under the improvement act, and 10,500 acres by militia claim. Edgar was not alone in such actions, but he was by far one of the most successful.

Territorial Organization--Creation of St. Clair County

The territorial government of the Northwest was centered at Marietta, Ohio. General Arthur St. Clair was appointed by Congress as the first governor. In 1790, Governor St. Clair created two counties, Knox and St. Clair. Beginning at the mouth of the Little Mackinaw River near present day Peoria, a boundary line for St. Clair County was drawn southward to Fort Massac, formerly Fort Massacre, on the Ohio River. The remainder of the boundary followed the Ohio westward to its union with the Mississippi; from there it followed the Mississippi northward to the mouth of the Illinois River, and from there the boundary ran up the Illinois River to the beginning point on the Little Mackinaw. The Cahokia Canal area, of course, was within this area.

In 1800, Congress formed the Indiana Territory as a division within the Northwest Territory. The Counties of St. Clair and Knox, as well as the present States of Illinois and Indiana, were included in this new territory. The previously mentioned counties were given a larger degree of local government though officials were appointed by the territorial governor of Indiana.

American Exploration of CCDA

A year previous to the establishment of the Indiana Territory, a party under the Reverend David Badgley and his brother Anthony conducted the first extensive exploration of the area within the Cahokia Canal Drainage Area. Reverend Badgley was so impressed with the

fertility and beauty of the area that he referred to it as the "Land of Goshen", a name which has continued into the present. Reverend Badgley was one of the first of what would become a steady stream of American pioneers to this area. Because of their numbers and the primacy of their settlement in the flood plains along the Mississippi, the area became known as the "American Bottoms", a name it still holds today.

Badgley never became a resident of the area. That honor fell to Ephriam Connor, who settled near what is now Peter's Station on the northern edge of Collinsville Township. Connor did not remain in the area, however, selling out his holdings the following year to Colonel Samuel Judy. Colonel Judy had considerable influence on two of the first major settlements in the area. The Judy settlement, established in 1801, and the better-known Goshen settlement, of 1802, were within his claim area. Evidence of his impact in the area is still found in the name given a small creek which parallels Illinois Highway 162, south of Glen Carbon; it is called "Judy's Branch".

First American Settlements

The first white settlers in the major portion of the flood plain within the Cahokia Canal Drainage Area were a family named Wiggins and a bachelor companion, Patrick Hanniberry. They arrived in 1801 and began a settlement called "Six Mile", as this was its distance from St. Louis. "Six Mile" was located on the north side of Horseshoe Lake, between present day Illinois Highways 111 and 203. The name was also applied to the township surveyed for the area. Six Mile Township was resurveyed in 1872, with the portion of the township containing the original Six Mile settlement being lost to Nameoki Township. The remainder became

Venice Township. These people left the area sometime soon after they had settled. As they left no descendants in the area, nothing is known of them except for their names.

Gillham Family

At this same time, in Chouteau Township, one of the most unusual dramas of Madison County was ending. In 1794, James Gillham passed through this area of Illinois trailing a band of Kickapoo Indians. This group of Indians had stolen his entire family, with the exception of one son, from their farm in Kentucky four years earlier. He was able to locate the Indians near Salt Creek in present day Sangamon County in 1795. He ransomed his family and together they returned to Kentucky. James Gillham was so impressed with Illinois, however, that he sold his land in Kentucky and in 1797 moved near Kaskaskia. The family lived here five years before moving to Chouteau Township in 1802.

James Gillham is but one member of a family, originally from South Carolina, which continually appears in Madison County history. James Gillham's letters describing the area drew his two brothers, John and William, who came to Illinois that same year of 1802. In fact, many of the settlers of the area were from Virginia and South Carolina, often via Kentucky or Tennessee.

John and William Gillham arrived with their families and settled in the "Six Mile" area. Because of the frequency of floods, John Gillham moved to the present site of Wanda, (first known as "Gillham" and then as "Old Salem") in Edwardsville Township. He became the first white settler in the township.

Many other members of the Gillham family moved from South Carolina to Illinois. They and their descendants prospered in what is now the

Cahokia Canal Drainage Area. They became one of the most important families in the county, so much so that it is said that in 1824 the family polled over five hundred votes to defeat a proposition that would have allowed slavery in Illinois. The vote being limited to adult, white males makes this all the more impressive.

Eighteen Hundred and Two was also the year that Dr. George Cadwell and his brother-in-law, John Messinger, settled with their families on the future site of Granite City in Venice Township, a short distance north of the present Merchant's Bridge. It was Messinger who surveyed Madison County and laid out the townships, later moving into St. Clair County.

GROWTH OF TOWNS

Settlement in the southern part of the Cahokia Canal Drainage Area had been progressing as well. There were several families within the limits of present day East St. Louis, including Captain James Piggott, a veteran of George Rogers Clark's Virginians. Piggott saw great possibilities for the area, and in 1795, under the Militia Service Act, was granted one hundred acres of land immediately opposite St. Louis. The settlement at St. Louis had for some time been under Spanish rule, due to a separate agreement at the end of the French and Indian War.

Despite its present size, in 1795 it was greatly eclipsed by the older French-established settlement at Cahokia. By 1805 other claims were being confirmed to individuals in what is now the city limits of East St. Louis. Immigration to the area began to increase as people were able to buy land from the individuals knowing the title was legitimate.

It was Piggott who launched the success of the drainage area, to a great extent. In 1797, with the permission of the Spanish commander at St. Louis, he established the first ferry system of the American Bottoms.

It was a crude system, running only from Piggott's claim in Illinois to the opposite shore, but it established what became a major industry in the Cahokia Canal Drainage Area in the first half of the following century.

At this same time, Thomas Kirkpatrick, a South Carolinian, arrived in Edwardsville and filed a militia claim to one hundred acres. This claim covered the northwest portion of the present city. He built a cabin which was the first dwelling on the site of Edwardsville. Later during the Indian troubles preceeding the War of 1812 he built a block-house, which was known as Kirkpatrick's Fort. It was an important defense station of the frontier of white settlement in or near the Cahokia Canal Drainage Area.

By 1809, settlement had progressed to such an extent that the inhabitants of the western portion of the Indiana Territory petitioned for separation. Their efforts were successful, and the Territory of Illinois was established. At that time the Territory included the present states of Illinois, Wisconsin, the upper peninsula of Michigan, and eastern Minnesota. Ninian Edwards was appointed as the first governor of the new territory with its capitol once again at Kaskaskia.

Creation of Madison County

The area within the drainage area was in a state of political flux for some time after establishment of the Territory. In 1812, Edwards redrew the existing county boundaries, creating Madison and Edwards Counties as political units, at the same time drastically reducing St. Clair County to a fourth of its previous size. Madison County at that time stretched from the Mississippi River in the west to the Wabash River in the east. The southern boundary was the same as

present, extended eastward to the Wabash. The northern limit of Madison County, however, was the Canadian border. By various stages this huge expanse was trimmed; by 1821 the current boundaries were established.

At the time of the establishment of Madison County, the only public road in it was in the Cahokia Canal Drainage Area. It connected the mill of Thomas Kirkpatrick in Edwardsville to the Village of Cahokia, passing through the Judy settlement. By 1817 there were many more roads. Most of these terminated in what is now Edwardsville, largely due to its being the site of the county seat for Madison County.

Edwardsville

Edwardsville's history as a city began in 1816 when it was surveyed and plotted by Thomas Kirkpatrick, an already important member of the community. It was Kirkpatrick who gave the name Edwardsville to the town, which was then applied to the township as well, in honor of Ninian Edwards. Edwards himself was a resident of the area before serving as the only territorial governor and later the third governor of the state.

While Edwardsville's growth was not as rapid as some others, such as Granite City, it has been steady, and not without unusual chapters. In 1857, Mr. C.M. Swarz began planting sugar cane north of the city in hope of establishing a new crop for the area. Experimentation continued and in 1881 the Oak Hill Refining Company was created. The company produced 6,000 gallons of syrup in one year, although attempts to refine sugar failed. Brink's History of Madison County, Illinois was enthusiastic in praise for the attempt. However, the project was

abandoned sometime prior to 1900.

Edwardsville established itself early as a major milling site for grain grown in the nearby farms. It for sometime held an important part in the entire Cahokia Canal Drainage Area. Yet the inhabitants did not stagnate in one industry, diversifying instead.

Industry has also been part of the history of the community. Early industries included Springer & Brothers Carriage Manufactory, Star Flouring Mills, Hellrung's Brick Yard, Crooker's Vegetable Gardens (a pioneer in the hothouse agriculture of the Cahokia Canal Drainage Area), and the Madison County Marble Works. There were numerous elevators, wagon manufacturers, and coopers, along with more exotic business enterprises, such as Begemann's Cigar Manufactory.

Coal mining, found in all the communities along the bluff on the eastern edge of the drainage area, also was an important part of the city's economy. The companies, Wolf Brothers, St. Louis and Edwardsville, and Schramek, had all closed by the turn of the century. The diversity of Edwardsville's economy, however, saved it from the problems suffered by towns where mining existed as the sole industry.

Today Edwardsville is still home to a variety of industries of small scale, but contributing to the economy while preserving Edwardsville's small town atmosphere. Among the modern industries of Edwardsville are Richards Brick Co., Yates Concrete, Inc., and Lizotte Sheet Metal, Inc.

Edwardsville also benefits from Southern Illinois University, which was constructed in 1965 immediately to the southwest of the city, and its location on the interstate highway system. The ease of travel allows residents of the city to commute to St. Louis, Granite City, Wood

River or other large centers of employment.

Collinsville

Collinsville, one of the most populous cities in the Cahokia Canal Drainage Area, began its existence shortly after Edwardsville's founding. The first settler on the site of the city was John A. Cook. He took land in section 34 of Collinsville Township, building a log cabin and beginning some cultivation. His holdings were purchased the following year, 1817, by Augustus, Anson and Michael Collins, from Litchfield, Connecticut. The three brothers were joined later by their father, Deacon William Collins, and two other brothers, William B. and Frederick. The remainder of their family joined them at about this time.

The Collins were an industrious family, and rapidly built a community of fair size. It had a distillery with two stills, a frame storehouse, an ox grist and saw mill of two stories, cooper, blacksmith, and wagon shops, a tanning facility, and several dwellings. The Collins brothers bestowed the name Unionville on the community. In 1825 a post office was constructed. At that time the postmaster changed the name from Unionville to Collinsville, since the name "Unionville" was in use by another Illinois community. The actual town plat of Collinsville was laid out by representatives of William B. Collins, James L. Darrow and Horace Look sometime near 1837. It was incorporated in 1850 and organized as a city in 1872.

One of the first industries, aside from the usual ones associated with agriculture, was coal mining. The first coal in the present drainage area was found in 1807 by Trappist monks, who were then living at the Cahokia Mounds. They mined enough for their own use during their

seven year stay in the county. Peter Wonderly opened the first mine of the American period in the early 1840's. This became the property of the Collinsville Coal and Mining Company. Other mines were sunk in the bluffs near the city by the Cantine, Abbey and Lumaghi companies. The Lumaghi mine was sunk in 1869, the other two in 1873 and 1875 respectively. Coal produced extensive settlement in the area and contributed to the growth of other industry as well. Dr. Octavius Lumaghi built a zinc smelting works near his mine. The Abbey mine was the main supplier of the Vandalia Railroad, whose depot was nearby. The mines have since been closed. The Vandalia Railroad line was absorbed by the Penn Central, which is now part of Conrail.

Heintzville

The owner of one mine just east of the city decided to build his own company town. J.L. Heintz had the site carefully surveyed and platted in 1880 and by 1882 "Heintzville" reported a population of 150. The life of the site as an independent city was short as it was annexed by Collinsville before 1900.

Two bell factories were also among the early industries listed in 1882, along with cooper shops, mills, brickyards, and a nursery. The population of the city was nearly 4,000 at this time. All of these industries are gone. Collinsville now has approximately 20,000 residents, some industry such as Martha Manning Company, and is a major bedroom community for the metropolitan area; its present location on Interstate 70/55 has proved most advantageous in that respect.

National Road

By statehood, in 1818, a project begun earlier on the east coast was also beginning to bring progress to the Cahokia Canal Drainage Area.

In 1811 the federal government commissioned the building of the "National Road", running from Maryland to St. Louis, at that time the western most edge of expansion. The road was surveyed through Troy, Goshen Settlement, Six Mile and on to St. Louis. A conflict erupted between competing ferry owners in Alton and St. Louis as to where the National Road should cross the river. As is often the case in such battles both sides lost. The construction of the road was halted at Vandalia. A private company then bought rights to build a plank road from Vandalia through "Six Mile" to the ferry landing north of the future East St. Louis. This ferry was founded in 1818 by Anthony Sippy, a Pennsylvanian, and consisted of a number of skiffs, to be rowed across the river by the customer.

Venice

On the completion of the plank road, the federal government made it a section of the National Road, by-passing both parties in the former conflict. Very shortly a sizeable village sprang up around the terminus of the road. Anthony's skiff ferry was hard pressed to keep up with the business brought by the National Road, and in 1826 he sold his property to Matthew Kerr. Kerr, a St. Louis merchant, began a large ferry called the Brooklyn, and his landing rapidly became a thriving community. The island opposite the landing was named Kerr's Island for the owner of the ferry. The village at the landing was named Venice in 1841 by Dr. Cornelius Campbell of St. Louis, who in 1842, with Charles F. Stamps, laid out the town plan.

Another event in 1842 affecting the new town of Venice was the construction of a dike connecting Kerr's Island with "Bloody" Island to the south. This construction made it impossible for the Brooklyn to use

its former landing. Accordingly, the ferry company sued and received \$1,600 damages from the United States government. The town of Venice applied this money to the construction of a bridge connecting Kerr's Island with the mainland. The "National Road", already the main street of the town, was extended to the island. The young Army engineer who headed the dike project was not held to blame for the legal actions, and went on to become much more famous for his part in the Civil War. His name was Robert E. Lee.

By completion of the bridge that year, Venice had numerous businesses connected with its travel trade. Two hotels were built for the passengers of the ferry; two livery stables supplied horses and vehicles. Also there were three general stores and two blacksmith shops. One of the stores, owned by Peter Smith, was the first brick building in the township, at this time still called Six Mile.

The prosperity of Venice was carried away in 1844 by the record flooding of the Mississippi. The waters swept away all the businesses except for those of brick, and these were heavily damaged. It was reported that one of the blacksmiths, in depression over losing his shop, committed suicide by jumping from the Kerr's Island bridge, just before it too succumbed to the flood waters.

Reconstruction began as soon as the waters receded. The former businesses were restored and a new, more elaborate bridge was constructed to Kerr's Island. Venice had just reestablished itself when it was inundated a second time in 1851. Again the town and bridge were destroyed but in addition, much of Kerr's Island was swept away. Recovery could not replace the loss of the Island; the ferry was not reconstructed and for many years the growth of Venice was slow.

In 1872 the town was incorporated and attempts began to draw new industry to the town. By this time Venice was beginning to benefit from the expansion of East St. Louis to the south. The Venice Grain Elevator, built in 1871, was expanded. The Venice Branch Stockyards had located there in 1874. Bell Brothers of Indianapolis erected a large saw mill operation on the old village site by the river in 1877. The Venice Flouring Mill, originally built in 1871, had been nearly doubled. The future seemed bright for the city.

Bad fortune still plagued Venice, however. In 1882 the saw mill moved to Memphis and the Venice Flouring Mill was totally destroyed by fire.

From that point to the present time Venice has had a record of gaining and losing industry. In 1912 the city was the site of a branch of the Pittsburgh Plate Glass Company, the Gibson Asphalt Company, and the Interstate Cooperative Company. A street car line, the Illinois Traction Company, also had a car barn there. All of these operations left or closed down over the years until in 1976, the only industrial operation was Milmor Manufacturing Company, a steel container manufacturer.

Venice today is a largely minority city, plagued with unemployment. Its population is now dependent on jobs in the neighboring industrial centers of Granite City, Madison, and St. Louis.

East St. Louis

At the same time Venice was taking shape in Madison County, similar events were occurring in the southern extreme of the drainage area in St. Clair County that would lead to the City of East St. Louis. There had been prior settlements in this area such as Piggott's. The earliest attempt at a city plot was that of Etienne Penconeau (Pensoneau).

In 1815 he laid out a city called Jacksonville on the present site. Only one lot was sold, however, and in disappointment he sold the entire property the following year to McKnight and Brady, a land firm of St. Louis. It was this firm that laid out the City of Illinois town in 1818 and began selling lots.

One of the first residents of Illinois town was Samuel Wiggins. He purchased the ferry established by Piggott eleven years before and began improving the service. His first ferry was one of considerable size and propelled by horse power. It was in service in 1826 when the first flood of the small town occurred, covering it to a depth of several feet. In 1828, Wiggins began the first steam powered ferry service in the Cahokia Canal Drainage Area with a craft called the "St. Clair". The company expanded with the addition of another craft, the "Ibex", soon after. The growth of the city was largely due to Mr. Wiggins' capable handling of the ferry line. It continued to be a worthy investment for some time, even after construction of the bridge over the Mississippi.

The flood of 1844 nearly destroyed the struggling town; fortunately the ferry company kept business in the area. The prime stroke of luck occurred in 1859 when the railroads began centralizing in the area of the city, giving it the extra boost to begin growing once more.

Illinois town grew rapidly from that point, annexing many small communities nearby as well as "Bloody Island", a sandbar by that time stabilized to the mainland. In 1865 the Villages of St. Clair and East St. Louis were taken into the city limits and the following year the name Illinois town was dropped in favor of East St. Louis.

One of the major industries near the city has been the National Stockyards, opened in 1873. Prior to this all stock business had been

conducted at what was known as Papstown or New Brighton in the southeast portion of the present city or across the river in the St. Louis Yards. A modern hotel, post office, telegraph, and all necessary business offices were constructed at the same time to meet all needs.

The first businesses to locate at the yards included the St. Louis Beef Canning Co., George Mulrow and Company-Pork Packers, and McCarthy Livestock and Packing Company. There were also several rendering plants and fertilizer works. The stockyards continue to be a source of income today although at reduced levels, with companies such as Hunter, Royal Packing, and others locating there.

The flood of 1903 severely damaged the city, but its importance insured that the situation was one of "how soon to rebuild" instead of "should we bother".

The present industry of the city covers a variety of products ranging from electrical equipment to dairy products, with major employers being Obear-Nester Glass Company and Pfizer Incorporated Minerals, Pigments and Paints Division. Despite industry and size, however, East St. Louis is not an economically healthy community. The situation will no doubt be worsened by the planned closing of Obear-Nester Glass Company in early 1979.

For some time since the early sixties, East St. Louis has been a victim of severe urban blight. Racial tension has resulted in the majority of whites leaving the city over a period of perhaps a decade. The 70,000 population of the city today is estimated at nearly seventy-five percent black. Despite its industry, it has known extremely high rates of unemployment in the last few years. At the present time its

municipal government is plagued with dwindling capital, high crime, lack of jobs, and lack of confidence on the part of its residents. Urban renewal efforts are being attempted to revitalize the downtown area as well as to create a source of employment for the city's jobless.

Brooklyn and National City

North of the city is the small township of Stites. Its only cities are Brooklyn and National City. Brooklyn was laid out in 1837 and incorporated in 1872. Originally in East St. Louis Township, it became part of Stites Township around 1901; a small part of the city remains in Venice Township, to the north. The community of Lovejoy, named for the martyred abolitionist, once separate, is now incorporated in Brooklyn as well.

National City grew out of the expansion and success of the National Stockyards. With the great reduction of activity at the yards, its life has faltered as well in recent years.

Brooklyn is now largely minority in population with no real economic base. It exists mainly due to its proximity to larger cities and industrial centers.

RAILROAD DEVELOPMENT IN CCDA

The railroads, which helped save Illinoistown, first appeared in the area in 1837. In that year the first railroad in the Mississippi Valley was constructed by Governor Reynolds, Samuel B. Chandler, George Walker and Daniel Pierce in St. Clair County. The railroad ran only six miles from the bluffline to the ferry landing in Illinoistown, but it marked the beginning.

Rivalry Between Chicago and St. Louis

During the first years of railroad expansion, it appeared that far

from aiding the growth of St. Louis and the Cahokia Canal Drainage Area, it would spell its doom. As in the case of the National Road controversy, bitter rivalry developed. Chicago was emerging as a serious competitor to the trade of St. Louis and surrounding areas. It had sizeable rail connections to the east, north and south. As branch lines of the Chicago rail system reached river ports along the upper Mississippi, trade began to be siphoned off from St. Louis. Alton once again supported the opposition against their St. Louis rivals.

Opposition followed two main courses of action. First St. Louis and Illinois businessmen gave their support to construction of a railroad line from Illinois town to Cincinnati, to connect with the rail network there.

Secondly, the St. Louis Chamber of Commerce, working with trading and steamboat interests, sought to prevent, by various means, the construction of a railroad bridge between Illinois and Iowa.

The Ohio and Mississippi Railroad line was completed by 1857, linking with the Baltimore and Ohio, the first railroad in the United States. The line from Cincinnati to Illinois town was of a different, broader gauge than the rest of the Baltimore and Ohio system, making it necessary to transfer freight to different cars to complete the trip to St. Louis. This did not seem to greatly hinder trade but eventually a so-called "compromise" gauge was constructed.

The campaign against the railroad bridges met with partial success. The completion of the bridge at Rock Island in 1856 resulted in a lawsuit demanding its removal as "a hazard to river navigation" and that it established an "unwise precedent".

The absurdity surrounding the battle reached its height in 1860, when the attorney for the St. Louis Chamber of Commerce was arrested and jailed on the charge of conspiring to burn the Rock Island Bridge. He was acquitted of the charge. Despite the failure to block the Rock Island Bridge, the question of legality delayed further bridge construction until 1865.

Yard System

The construction of the rail line to Illinois town resulted in the beginning of a yard system. This was necessary at first to provide transfer service for the ferries to St. Louis. As the rail connections expanded to other areas, yard facilities did as well.

The ferry and steamboat lines continued to serve as important links, even with the growth of the railroads in the area. It was a mutually beneficial situation.

Railroad Bridges

The yard system within the Cahokia Canal Drainage System was already extensive when the decision was made to build a railroad bridge at St. Louis. The bridge, completed in 1874, was later named for James B. Eads, the chief engineer. This and the other railroad bridges spelled the end for the ferry and steamboat trade, although it was some time before they died out completely as an important transport link.

By 1892, two other railroad bridges were completed, the Merchants Bridge (1890) and the Alton Railroad Bridge (1892), the former serving the present day Tri-Cities area and the latter linking Alton with Missouri.

Expansion of rail connection led to expansion of yard facilities as well. Due to this growth, the Cahokia Canal Drainage Area still ranks as a major rail center despite the loss of rail business to

other transportation systems such as interstate trucking.

The railroads provided an important source of income for many of the communities of the drainage area and aided others to expand, such as Collinsville and East St. Louis.

Other lines operating in the Cahokia Canal Drainage Area prior to 1900 included the Chicago and Alton Railroad; Indianapolis and St. Louis Railroad; St. Louis, Vandalia and Terre Haute Railroad; the Toledo, Cincinnati and St. Louis Railroad; and the Alton and St. Louis Railroad. All of these had stations in various existing towns; some built stations that encouraged the growth of a town around it.

Nameoki

One station that sparked the founding of a village was Nameoki. The station was built in 1858 by the Indianapolis and St. Louis Railroad and named by A.A. Talmadge, an employee of that company. Nameoki became a prominent shipping point and sizeable village. It was later incorporated into Granite City.

Mitchell

Another station-inspired village is Mitchell. It was laid out shortly after 1864 by John J. Mitchell, owner of the Alton and St. Louis Railroad (a branch line of the Chicago and Alton Railroad). The name was given in honor of John J. Mitchell by the proprietors of the Chicago and Alton Railroad after they merged with his company.

The village originally contained two general stores; one was owned by Henry Reinmann, the other by the firm of Hinze and Krueger. The village also contained a blacksmith shop, a meat market, a grocery and a Catholic church. W.T. Norton, in his Centennial History of Madison County, predicted the future importance of Mitchell as an industrial site

because of its location on rail lines, level site, and driver wells. Norton proved to be a poor prophet, as Mitchell today is still a small community, a suburb of Granite City, never achieving the degree of development Norton saw for it.

None of the rail companies previously mentioned exist any longer. Rail traffic in the Cahokia Canal Drainage System now is handled by tracks of the Burlington and Northern Railroad, Conrail, Illinois Central-Gulf Railroad, Terminal Railroad Association, Alton and Southern Railroad, and other modern lines. They still provide an important transport network for the industries of the drainage area, along with the truck and river systems.

Madison (City)

Both the railroad and coal industries influenced settlement for some time within the drainage area. Madison (city) came about through the sizeable rail network developing north of East St. Louis and Venice. The town was incorporated in 1891. There had been two other villages of the same name prior to the incorporation. Both of these were located in section 17 of Chouteau Township. The first was called "Old Madison", and was established by Nathaniel Buckmaster and John Montgomery in 1830. At its height, Old Madison contained a post office, a blacksmith and wagon shop, and a store and saloon. Old Madison was washed away in 1865. That same year, a second village of the same name was established a quarter mile south of the old site. The second village was the site of considerable trade, including one store that carried a thirty thousand dollar stock of goods. Steamboats also occasionally docked at the village. Several years later, this Madison also fell prey to the encroaching river. In fact, section 17 today is only a fraction of its

former size.

The third Madison began with the establishment of the Missouri Car and Foundry Company, around 1890. This was followed by the construction of the Helmbacher Forge and Rolling Mill Company. It rapidly became a sizeable and busy industrial city. Madison, due to the attraction of its varied industries, has a large and varied ethnic population, almost without equal in the entire Cahokia Canal Drainage Area.

At the time of its incorporation, the population was listed as 1,979. Today its population is over 7,000. It has continued as an important industrial center, even though now eclipsed by its younger but larger neighbor, Granite City.

Glen Carbon

As previously stated, the coal industry centered on the bluffs on the eastern edge of the Cahokia Canal Drainage Area led to the enlargement of Edwardsville and Collinsville, and also to the establishment of two other villages. Glen Carbon existed for some years as a mining center prior to its incorporation in 1892, in a small valley immediately south of Edwardsville. The first twenty years of the village exhibited all the characteristic growth of a "boom town". It boasted several baseball teams, four doctors, a soda-water factory, two movie theaters, live vaudevillian acts, a town band, and a German singing society. There was also considerable agricultural activity in the area, carried on by a large Czechoslovakian populace. After the closing of the major industries by the 1930's, the village survived largely because of its proximity to other employment centers. It has experienced renewed growth since the sixties due to the construction of Interstate 270 and Southern Illinois University. Its current population is estimated at

near 3,500 people. The community has hopes for continued growth in the future.

Maryville

Another mining-inspired community is Maryville, immediately north of Collinsville on Illinois Highway 159. As with Glen Carbon, there had been settlement here for a time prior to its incorporation in 1902. The major industry for a time was the Bonk Brothers mine, a major producer for several years. The population of the village was listed in 1910 as 729. Since the closing of the mine, Maryville has depended largely on its excellent location as a commuter community to supplement the small businesses located there. It is well situated on a main connecting highway between Interstates 70 and 270. It, too, has benefited from the establishment of Southern Illinois University and has every reason to anticipate continued viability.

Granite City

What has to be one of the major success stories of the Cahokia Canal Drainage Area is the growth and development of Granite City. The city began as a dream of two men, William F. and Frederick G. Niedringhaus. The brothers were already known for their business success in St. Louis, where they operated a manufacturing plant for cookware called "Granite Ware". They also operated the Granite Iron Rolling Mill in St. Louis.

In 1893, they visited Illinois, seeking a location for a new manufacturing plant. They chose a site north of the newly-established community of Madison. Engaging the services of the St. Louis city engineer, they carefully laid out the plans for a city they named in honor of the product that had made them both successful.

"Granite City" was incorporated on March 9, 1896. The first industries built at the site were the American Steel Foundries, Markle Lead Works, St. Louis Stamping Works of Illinois, and the Granite City Steel Plant. The establishment of this industrial center became a focus for the growing number of immigrants in the United States.

In four years the population of Granite City reached 3,122. Such a rapid rate of growth far exceeded the expectations of the Niedringhaus brothers. A housing shortage rapidly developed, making necessary an immediate program of expansion for the young community.

Kinderhook

One of the first nearby communities to be annexed was the small village of Kinderhook. It was originally known as Kinder Station, but received the subsequent name after Calvin Kinder, a prominent citizen, used his influence to have a two-story school building constructed in 1858. Kinder and other Methodists of the community used part of the new school as a church, leading non-Methodists of the area to say Kinder had "hooked" school funds in order to build a new Methodist church.

Nineteen Hundred and Two saw the construction of the Commonwealth Steel Plant at Granite City. It is also the year the first strike took place at the American Steel Foundry, resulting from complaints of the workmen over the fast pace of production. This was the first of the labor disputes which have taken place throughout Granite City's history.

The flood of 1903 heavily damaged the young community. Financial loss by the companies and the railroads serving the industries was tremendous. Fear of future catastrophes of even greater magnitude made Granite City among the most vocal in calling for more adequate flood protection systems.

Expansion began anew in 1901. West Granite, also known as Hungary Hollow, was established. By 1904 it was nearly filled to capacity. Another community, called East Granite, was established by August Johannigmeir. This too rapidly filled. By 1910, the population of Granite City had reached 14,000.

World War I heightened the rapid growth of the industrial complex. In the years following, bus lines were established, a new railroad was built into the city, and a large-scale program of new construction of public buildings was underway.

The Depression, beginning in 1930, ended the exuberant growth of the city. Many of the industries closed or went totally bankrupt. The situation remained very grim until the start of World War II and President Roosevelt's program of aid to Great Britain and France.

With the entry of the United States into the war in 1941, industrial production reached new highs. The Granite City Army Depot was built as a part of this boom.

Since World War II, industry in Granite City has been diversified into many new areas. It continues to be the major industrial complex of the Cahokia Canal Drainage Area and the entire American Bottoms. The current population is over 40,000 people.

The heavy industrial concentration in the area has produced severe problems, such as air and water pollution in the area, and a great deal of money has been expended toward their solutions. The outlook of the residents of Granite City, however, is one of pride and optimism, as they have a record of overcoming severe obstacles in the past.

As can be seen from the degree of growth and development within the drainage area, an adequate system of flood protection was a necessity.

Too often in the past local efforts at water control were proven disastrously ineffective and poorly planned.

EAST SIDE LEVEE AND SANITARY DISTRICT

The establishment of the East Side Levee and Sanitary District in 1907 was the first concerted effort by the entire American Bottoms communities at internal improvement. The initial project undertaken by the newly-formed East Side Levee District was the Cahokia Diversion Channel. This channel was constructed largely in the northern part of Chouteau Township with a short section in the western edge of Edwardsville Township. It is designed to divert the waters of Cahokia Creek to a new outlet fourteen miles north of the natural stream mouth. In addition to the canal, extensive levees were constructed to further aid in flood control. A canal was constructed running along the edge of the bluff line southward from Illinois Highway 162 and Interstate 55/70 just north of Cahokia Mounds State Park. From here the canal runs westward to the Mississippi, with the last mile being the original creek bed. The levee portions of the drainage system have proven quite effective, having never been overtopped, even during the record high water of the spring of 1973. Problems still exist, however, within the drainage system, as shown by the two floods during the 1940s. The second of these floods, which occurred in 1946, produced damage estimated at six million dollars. Since that time, there have been numerous reports and investigations of the problems still remaining. To date, they have produced little actual modification of the system.

SIGNIFICANT EVENTS

Cahokia Canal Drainage Area (CCDA)

United States (U.S.)

- | | | | |
|------|--|---------------------|---|
| 1673 | Joliet and Marquette pass through CCDA | | |
| 1682 | LaSalle passes area, claims Mississippi Valley for France | 1682 | William Penn founds Pennsylvania |
| 1699 | Cahokia founded | | |
| 1703 | Kaskaskia founded | | |
| 1720 | Ft. Chartres built | 1719 | Spain & France at war |
| 1750 | French settle in CCDA (Chouteau Island) | 1753 | French and Indian War begins in East |
| 1764 | St. Louis founded | 1763 | Treaty of Paris ends French and Indian war |
| 1765 | CCDA becomes British territory | 1775 | Lexington and Concord occur |
| | | 1776 | U.S. declares independence |
| | | Dec. 1777-Feb. 1778 | Valley Forge |
| 1778 | Clark captures Kaskaskia and Cahokia | 1778 | France becomes ally of U.S. |
| | | 1783 | Revolutionary War ends |
| | | 1784 | Virginia cedes western lands, Northwest Territory established |
| | | 1789 | Washington becomes first president |
| 1790 | St. Clair County created | | |
| 1797 | Piggott begins ferry service | | |
| 1799 | Reverend Badgley travels through "Goshen" | | |
| 1800 | Indiana Territory formed, Emphraim Connor becomes first American settler in CCDA | | |

CCDA

- 1801 Judy settlement established,
Six Mile settlement established
- 1802 Goshen settlement established
- 1804 Lewis and Clark begin journey
from Wood River
- 1807 Coal discovered in area by
Trappist Monks
- 1809 Territory of Illinois established
- 1816 Edwardsville platted and named
- 1817 Unionville started by Collins
Brothers, First regular steam-
boat service begins on Missi-
ssippi River
- 1818 Illinois granted statehood,
Illinoistown begins,
National Road reaches Venice
- 1826 Kerr begins ferry service at
Venice
- 1837 First R.R. in Mississippi
Valley built in St. Clair
County, Elijah Lovejoy murdered
in Alton
- 1840 Peter Wonderly opens first coal
mine

U.S.

- 1801 Jefferson becomes presi-
dent
- 1803 Louisiana Purchase
- 1811 National Road begun in
Maryland
- 1812 War of 1812 begins
- August 1814
Washington D.C. burned
by British
- Dec. 1814
Peace treaty signed
- Jan. 1815
Battle of New Orleans
- 1828 Baltimore and Ohio R.R.
begins, first in U.S.
- 1836 Battle of the Alamo fought

CCDA

1844 Record Flood of Mississippi

1857 Baltimore and Ohio Railroad
reaches St. Louis

1873 National Stockyards open in
East St. Louis

1874 Eads Bridge completed at
East St. Louis

1890 Merchants Bridge completed

1892 Alton Railroad Bridge completed

1896 Granite City founded by
Niedringhaus brothers

1903 Major flood

1907 East Side Levee & Sanitary
District founded

U.S.

1844 Telegraph invented

1846-48 Mexican War

1848 Gold discovered in Cali-
fornia

1861-65 Civil War

1873 Depression

1876 Custer's Last Stand

1896 Henry Ford builds first
automobile

1898 Spanish-American War

1904 Work begins on Panama
Canal

BIBLIOGRAPHIC NOTE

Throughout this project I have relied heavily on Brink's History of Madison County, Illinois and its companion volume for St. Clair County for the earliest information. These volumes, along with W.T. Norton's Centennial History of Madison County serve as the standard reference for any work on Madison County's history.

The project was hindered by a lack of recent material, fortunately there are some publications that aided greatly in filling gaps. The League of Women Voters' booklet, Know Your Village-Glen Carbon, and Georgia Engelk's "Old Six Mile", were the two major sources of additional early material and recent information.

For information concerning the development of the railroad system in the Cahokia Canal Drainage Area I was fortunate in having access to Cletis Hunt's work, Industrial Development and Railroad Rate Discrepancies in the St. Louis Region, 1870 to 1930. Despite its focus on another topic it provided a good deal of insight into the rail history of the area.

Other miscellaneous resources, such as jubilee pamphlets and town brochures were also utilized.

SECTION XV
CULTURAL ELEMENTS
ETHNIC HERITAGE

PREPARED BY
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INTRODUCTION

For purposes of this section, the Cahokia Canal Drainage Area (CCDA) consisting generally of the Tri-Cities (Granite City, Madison, and Venice), East St. Louis, Collinsville, Maryville, Glen Carbon, Brooklyn, and National City, might be considered as one industrial complex. This is especially true when considering the many immigrant groups which moved for employment into these parts of Madison and St. Clair counties from about 1890 to about 1910.

The ethnic groups focused on in this presentation are the East Slavs (Russians, Ukrainians), the West Slavs (Poles, Czechs, Slovaks), the South Slavs (Slovenes, Croats, Serbs, Bulgarians, Macedonians), Hungarians, Mexicans, Greeks, Armenians, and Lithuanians. There were also Germans, Albanians, Blacks, and Welsh. The Germans who came very early, at least by 1818, seemed to have preferred more rural areas, and more easily and quickly assimilated into general American life; the Welsh and Albanians were miniscule in number; and the Blacks, because they were not really immigrants, and since it was impossible for them to assimilate into a white area, will be treated separately. Unfortunately, there are few sources from which to make such a study. This paper is based largely on what the author has learned through working with these people for twenty years as a professor of history at Southern Illinois University at Edwardsville.

Most of these immigrants were attracted to the CCDA because of industry and available unskilled jobs in the steel mills, railroad

car shops, barrel works, lead works, rail yards, and meat packing plants which opened up in the CCDA around the turn of the century. They provided the muscle, the cheap labor, which contributed to the rapid industrial development of the CCDA.

The early, first generation immigrants tried to maintain their Old World life style and customs and attempted to pass them on to their children. To this end they built many churches, founded lodge halls, societies, schools, and cemeteries, celebrated unusual holidays, held parties, dances, and festivals, dressed in costume, preserved Old World cuisine, established book stores, and published newspapers. Some groups were more successful than others, but their influence is still very much alive in the CCDA.

Many of these early immigrants were not only economically exploited, but socially discriminated against and verbally insulted. Among the favorite and printable epithets hurled at them were "Hunky", "Bohunk", "Polak", and, of course, "Nigger". Because of this economic and social situation, many turned inward, to themselves, while others went to great lengths to become Americanized. Some simplified or changed completely their foreign and difficult to pronounce foreign names. One favorite and simple way of doing this was to translate the name into English. The Czech Krejci, for example, became Taylor and the Polish Zely became Green. But, fortunately, most grimly held on to this part of their heritage, as any glance through the area's phone books reveals. To this day the CCDA is a fascinating, open-air ethnographic museum.

One reason these immigrants founded so many societies, churches,

and schools was to ameliorate economic exploitation and social discrimination, and to further the process of learning English and American ways. Fraternal and benevolent societies were especially important and popular, not only for social activities, but particularly because through such societies, workers in dangerous occupations could secure the annuities and life insurance policies regular insurance companies would not write.

The plight of many of these exploited immigrants caused even Protestant churches to open missions among these almost exclusively Greek Orthodox or Roman Catholic people. One such mission, the Near East Mission of St. Louis, was organized in 1907 in Madison by Bulgarian speaking Presbyterians and accomplished much good among Bulgarians, especially in the teaching of English and social services. In 1914 the Methodist church established the Bohemian Slavonic Settlement Mission house at Ninth and Winstanley Avenues in East St. Louis. These missions, and most of the other immigrant societies, also tried to protect their people from the rampant gambling and vice in the CCDA. During the early twentieth century, East St. Louis and Madison were "wide-open", and "anything goes" communities.

Another important result of the harsh reality of the "American dream" was the radical political activism of some of these immigrants. The Bulgarians, in particular, participated enthusiastically in early twentieth century socialist parties. Since the end of World War II and the subsequent Communization and Sovietization of most of Eastern Europe other political differences have appeared among

East European immigrants. Some immigrants and their children favor the Communist regimes in their fatherland at least to the extent of wanting a close tie between their church in the CCDA and the Communist controlled headquarters in Europe, while other immigrants and their children wish to break away from the indirect Communist control and set up opposition or alternate church headquarters in the United States.

A rough, but reasonably accurate periodization of immigrant activities in the CCDA is as follows:

- 1) 1890-1914, from late nineteenth century to World War I, with a very intensive period of activity between 1901 and 1913. There was, for example, a great influx in Balkan peoples to the following various Christian uprisings against the Ottoman Empire between 1902 and 1910.
- 2) 1914-1941, from the beginning of World War I to United States participation in World War II, was a period of stability.
- 3) 1941 to the present, especially since the end of World War II in 1945, has been a period of serious disruption of the old immigrant/ethnic neighborhoods. Super-highways have split neighborhoods; many immigrants have moved away and old neighborhoods have become denationalized or have become slums; and many second and third generation immigrants no longer care much about their ethnic heritage. Furthermore, since World War II, Roman Catholic religious leaders have discouraged "ethnic" parishes which, in many instances, have been allowed to die out. As will become increasingly clear, because of these and other reasons, drainage work in the area will have little, if any, negative impact on the ethnic composition of the CCDA.

Within the industrial CCDA, immigrants' settlement patterns were anything but uniform. Among the areas of high immigrant density were, and still to some extent are, north East St. Louis, south-east of the St. Louis National Stockyards; central Madison, along

Madison Avenue on both sides of the boundary between Madison and Granite City; and on both sides of West Niedringhaus Avenue, or what is generally called Hungary Hollow, near the steel mills. At one time, the area around Twenty-sixth Street and Gaty Avenue in East St. Louis was an important mixed ethnic neighborhood. Some Czechs and Poles settled in Maryville and Glen Carbon, and many Blacks gravitated to Brooklyn and National City. Few immigrants settled in Collinsville and Venice.

By far the most important single concentration of immigrants was in the above mentioned Hungary Hollow. This area of west Granite City has been known by various names, including Hungary Hollow, from the fact that during the early twentieth century many Hungarians settled there. During the economic depression of 1907 and 1908 the name was changed, rather grimly, to Hungry Hollow; since 1916 the area has frequently been called Lincoln Place from the fact that Commonwealth Steel helped their ethnic workers establish a community center on Niedringhaus Avenue called the Lincoln Progressive Club.

THE VARIOUS IMMIGRANT/ETHNIC GROUPS

The Bulgarians

The most important ethnic group in the CCDA is the Bulgaro-Macedonian. The difference between a Bulgarian and a Macedonian is really a state of mind depending on one's political orientation to Old World problems. For simplicity's sake, this paper will use the term Bulgarian for all. By 1906, there were at least 5,500 Bulgarians in the CCDA. In fact, Granite City has long been recog-

nized as the first important colony of Bulgarians in the United States and as having built the first Bulgarian Orthodox Church in the New World.

There have been three Bulgarian churches in Granite City. The first one, built between Thirteenth and Fourteenth on Madison Avenue (on the east side), was never completed because of the financial difficulties of the depression of 1907. The building itself is still used as a warehouse. By 1911, the Bulgarians had built S.S. Cyril and Methodius Church at 1732 Maple Street. Eighteen years later, in 1929, they moved to their present church of Holy Trinity at 1300 Grand Avenue. In 1954, old S.S. Cyril and Methodius Church was sold to the Armenians.

This early Bulgarian colony was unusual in one special way -- it was ninety-nine percent male. There were only four family units among the more than 5,000 Bulgarians. All the rest were bachelors or had left their families in the old country until they could afford to send for them.

Out of this curious situation grew what was called the bachelor boarding program. Ten to twenty men banded together and rented a small house or an apartment building and moved in. Regular elections were held periodically to select one of their number as the Boarding Boss who would keep accounts, order provisions, collect money, and pay the bills. Such a group might hire a woman to cook and wash for them. Cell-like rooms for two or more men rented from five to eight dollars per week. Many of these Boarding Clubs were connected with a grocery and saloon.

Some of the better known clubs had fanciful names, such as Black Bear, Big Four, Bucket of Blood, Blue Goose, Yellow Dog, and Grizzly Bear. The owners of such boarding-grocery-saloon clubs became rich and were known as "kings." Perhaps the most important of such clubs was connected with Mitseff's Market at 900 Niedringhaus Avenue. Mitseff also provided a foreign money exchange and letter writing service for the illiterate.

In the beginning, these men had little to brighten their social, spiritual, or intellectual lives or much help in becoming real "Americans" except the saloons and coffee houses. To ameliorate this situation, the first Bulgarian book store in the United States was established in 1900 in Granite City, and Vasil Stefanof of Granite City founded the Narodn Glas (the National Herald: A Bulgarian National Illustrated Independence Newspaper) September 13, 1907. This weekly (later semi-weekly) paper was, for decades, not only the first, but the best Bulgarian paper in the United States. Its press also published helpful pamphlets on such topics as the importance of religion and the evils of alcohol. It ceased publication after World War II. After its building, S.S. Cyril and Methodius too did many things to better the life of its members.

Despite such efforts, however, many Bulgarians were economically and socially discriminated against. In 1907, for example, the Federal Immigration Commission revealed that ninety percent of these men earned less than three hundred dollars a year and that the average number of occupants for each rented room was a crowded two and seventy-eight hundredths. This is the main reason why so many Bulgarians formed and joined

radical socialist political movements. The first congress of the Bulgarian Socialist Labor Federation took place in Granite City in 1910. This group started a radical newspaper called Rabotnicheska Prosveta (worker's Enlightenment) which was published in Granite City until after World War II, when it moved to Detroit.

Among the Bulgarians in Granite City was a sub-group who called themselves Macedonians which belonged to the Bashtin Kraj lodge of the Macedonian Political Organization (the MPO) with the goal of bringing into existence an independent Macedonian state, parts of which were then (and still are) in Bulgaria, Greece, and present day Yugoslavia.

Through a great deal of self-help and growing toleration these Bulgarians eventually did rise on the social and economic ladder and by 1950 controlled forty-three places of business in Madison alone, including stores, coffee houses, restaurants, saloons, bakeries, coal and ice companies; there were also barbers, a dentist and a teacher.

The Poles

The next largest ethnic group in the CCDA appears to have been the Poles, who came into this area about the same time and for the same reason as the Bulgarians. They tended to concentrate in East St. Louis near the National Stockyards, around Seventh Avenue. (Nationwide, Illinois has more Poles than any other state, save New York.)

During the early twentieth century, the Poles built two Roman Catholic churches in East St. Louis -- S.S. Cyril and Methodius in

1911 at 1129 North Eleventh Avenue and St. Adelbert at Seventh and Summitt Avenues sometime later. In 1914, they finished their Polish Hall at 736 North Seventh Avenue. (This hall was demolished in 1978.) By 1930, the Poles of East St. Louis alone had twenty-five religious and fraternal organizations which met in the Polish Hall or in St. Adelbert's. The Poles of St. Adelbert's still have their own cemetery on Lincoln Trail Road in Belleville.

The single most important of these various groups was the Polish National Alliance, which, by 1950, had thirteen lodges in the area totaling 1,369 members. Among these thirteen lodges was one in Maryville, one in Glen Carbon, and one in Madison.

A second concentration of Poles was in Madison. There they built, in 1912, St. Mary's Roman Catholic church at James and Greenwood Streets. In 1925, this parish had their own school with 265 pupils. In 1926, there was a split in this congregation when a group pulled out and founded a congregation of the Polish National Catholic church with a church, Sacred Heart of Jesus, at 930 Reynolds Street. This break-away, often called the "only sizeable and enduring schism in the history of American Catholicism", started in Scranton, Pennsylvania in 1904 when Polish requests for Polish (rather than German and Irish) priests went unmet. Sacred Heart of Jesus has a sister congregation, S.S. Cyril and Methodius, in St. Louis. (By way of passing, it might be interesting to note the reason so many Slavic churches are named after Cyril and Methodius. It is simply because they were the Orthodox priests from Greece who first Christianized many of the Slavs in the ninth century.)

Most of the non-religious Polish activities in Madison center around the Polish National Alliance Hall at 826 Greenwood Street.

The Czechs

It appears that the Czechs were the third most numerically important immigrant group in the CCDA. By the very end of the nineteenth century, they had established themselves in coal mining districts, such as Glen Carbon (and more importantly in Edwardsville, just outside the CCDA) where they had a lodge of the Union of Taborites as early as 1900 and in 1925, a lodge of the Czech Ladies' Benevolent Society.

Shortly afterwards, the largest group of Czechs settled in East St. Louis near the National Stockyards. There, by 1901, they had organized a lodge of the Taborites of the New Era and also the Union of Czech Ladies. In 1908, a lodge of the Union of Taborites was chartered, and by 1919, a group of Sokols (a gymnastic society) was well established. Most of these organizations met in the Czech National Hall at 1100 North Eleventh Avenue which they had built in 1921. (This hall has since been sold.) These Czech Catholics (and their ethnic cousins the Slovaks) worshipped at S.S. Cyril and Methodius located at 1129 North Eleventh Street. (This building no longer exists.)

At about this same time a lodge of the Czechoslovak Society of America was organized at 1025 West Clay Street in Collinsville.

The Ukrainians

The Ukrainians built a church, St. Mary's Greek Catholic Church, at 1312 Iowa Street in Madison in 1912. Until 1948, their priest

commuted between St. Louis and Madison, but in that year they acquired their own priest. This parish of about eighty members is unusual in that it is of the Uniate faith. This means that while they follow the Greek Orthodox rite they recognize the leadership of the Roman Catholic Pope, that is they are Orthodox Catholics who have returned to the leadership of Rome. In 1921, they also built a Ukrainian Hall at 1020 North Ninth Street in East St. Louis. (This building has since been sold.)

The Slovenes

Until recently, there was one lodge of the Slovene National Benefit Society which met at the Liberty Home Club at 1400 Grand Street in Granite City. After this hall was razed the group began meeting in private homes.

The Croatians

By 1924, the Croats had built their Croatian Hall at 1300 North Ninth Avenue in East St. Louis. Two lodges of the Croatian Fraternal Union also existed at the Liberty Home Club at 1400 Grand Street in Granite City (alongside the Slovenians). Recently, these CFU lodges merged and moved to a new Croatian Home at 1000 Madison Avenue in Madison. In the 1920s, there were also lodges of the Croatian League of Illinois in Madison and East St. Louis. Their hall in East St. Louis was sold some time ago and was recently gutted by fire.

The Slovaks

As distinct from their ethnic cousins, the Czechs, the Slovaks have founded three organizations in the CCDA. They organized a

Slovak Lutheran Church, St. John the Evangelist, at 2156 East Twenty-fourth Street in Granite City and also the Slovak Apostolic Christian Church at 1322 Iowa Street in Madison. They also established a Slovak Boosters' Club at 1400 Iowa Street in Granite City. Until the 1960s, there was also a Slovak Lutheran "Preaching Station" in East St. Louis, that is, worship services were held in rented buildings.

St. John's now belongs to a Pentecostal group. Most of the Slovak members of old St. John's now attend church at St. John Lutheran Church located at 2001 St. Clair Avenue which holds monthly services in Slovak. The Booster Club is now a lodge of the Slovak Catholic Union.

The Hungarians (Magyars)

As already noted a large group of Hungarians moved into west Granite City at the turn of the century and gave their name to what was first known as Hungary Hollow. By 1925, they had built a Hungarian Home at 1801 Spruce Street in the Hollow. This has since been donated to a Mexican society and meetings are held in private homes.

The Hungarians also built a Baptist Church at 1651 Poplar Street (A Reorganized Church of Jesus Christ of Latter-Day Saints stands there today) and a Boarding Club and social center (the Sepesi Hall) on the northeast corner of Spruce Street and Niedringhaus Avenue which is today boarded up. Although the Hungarians appear never to have owned a hall in East St. Louis, there were Hungarian Ladies' Clubs in East St. Louis, Washington Park, and Fairmont City until the mid 1950s.

During the United States participation in World War I, when we were fighting Germany and the Austro-Hungarian Empire, many American-Hungarians in the CCDA formed Hungarian Patriotic Associations to demonstrate their loyalty to their new country. After the war these associations disbanded.

The Russians

Sometime during the early twentieth century a small group of Russians moved into the CCDA and erected a small wooden church at Fourth Street and Ewing Avenue in Madison. By the 1960s this proved to be too small; the old church was razed and a much larger one built nearby at Fifth Street and Ewing Avenue. This congregation maintains its own cemetery near Edwardsville to the north of the intersection of Illinois Highway 157 and Interstate 270 on a hill locally known as Sunset Hill.

The Mexicans

In 1917, a Mexican colony moved into Hungary Hollow. Today there are two Mexican organizations, the Mexican-American Society and the Mexican Honorary Society, totaling about one hundred members and meeting in the former Magyar House at 1801 Spruce Street in Granite City. (There is another group of about one hundred Mexican-Americans located in Washington Park.)

The Armenians

The Armenians came into Hungary Hollow very early, certainly by 1905 when they were first mentioned in the Granite City Press-Record. Shortly afterwards many Armenian workers were brought into the CCDA to take the place of hundreds of Bulgarians who returned

to their homeland to fight against the Turks during the first Balkan War of 1912-1913. By 1913 there were at least 700 Armenians in the area.

In 1906, these Armenians organized their first society, the Armenian Revolutionary Federation which at first met in homes or rented halls. In 1942, they purchased a two story building on the corner of Maple Street and Niedringhaus Avenue; this is known as the Armenian Social Club today. From this modest beginning in 1906, the Armenians have organized a variety of societies, including the Armenian Relief Society in 1910, the Compatriotic Unions of Daron and Keghi in 1917, and the Armenian Youth Organization of 1933.

For many years the spiritual needs of the community were taken care of by visiting priests from Chicago and Detroit. In 1954, the Armenians purchased the old Bulgarian church at 1732 Maple Street and consecrated it as the St. Gregory the Illuminator Armenian Apostolic Church and by 1956 they had a resident priest. This church publishes a Monthly Bulletin and has several societies and an Armenian school.

There is a second and smaller group of Armenians located in East St. Louis. Since they as yet have no church of their own, they hold services in a rented church in Belleville.

The Greeks

At the present time there is a congregation of Greek Orthodox Catholics headquartered at S.S. Constantine and Helen Greek Orthodox Church at 6825 State Street in East St. Louis.

The Lithuanians

There is one congregation of Lithuanians headquartered at the Immaculate Conception Church at 1509 Baugh Street in East St. Louis. This parish was founded as early as 1895 and the first church was built in 1897. After it burned in 1943, it was rebuilt in 1956.

The Blacks

The Blacks have been the most socially and economically depressed ethnic group in the CCDA, and until recently, their experience in this area has not been good. For obvious reasons, they tended to concentrate in ghettos in East St. Louis, Brooklyn, and National City. In East St. Louis, they suffered through two dreadful race riots in 1908 and 1917.

There never have been many Blacks in Granite City. Between 1899 and 1903, about twenty-four families lived in "Dark Town" on the levee. After the flood of 1903 wiped their homes out, they did not return to Granite City. They were even forbidden to be in the city after dark. Some have moved back in following World War II.

SUMMARY AND CONCLUSION

Collectively these ethnic/immigrant groups in the CCDA area have founded at least: sixteen churches, twelve lodge halls/clubs, two newspapers, two cemeteries, one school, many coffee houses, many saloons, and fifty to one hundred societies. Figure XV-1 shows the location within the CCDA of East European ethnic landmarks as of 1978.*

*All figures referred to are located in Volume 6 of 6 of this Environmental Inventory Report.

Many of the children and grandchildren of these original immigrants still live in the CCDA and hold responsible positions as businessmen, bankers, teachers, and in many other types of work.

Although most of the old ethnic neighborhoods have been broken up by modern developments and many of the old lodge halls have been sold or abandoned, the original spirit of the first immigrants live on through the churches and societies. There are frequent dinners, dances, musicals, parties, picnics, and such typically ethnic activities. There are also regular weekly radio programs in Polish (WCBM, WSIE), Greek (KCLL), Croatian (KCLL, WCBW, WGNC), and Czech (WCBW).

Ten years ago Southern Illinois University at Edwardsville helped organize the Slavic and East European Friends of Southern Illinois University. Today this organization, made up of hundreds of members living in the CCDA, holds annual picnics, conferences, coffees, and maintains six funds for a variety of activities including student loans, scholarships, awards, and Slavic-American studies and library development. It also sponsors programs, cooperates with the Southern Illinois University at Edwardsville Language department in offering language classes in Polish and Serbo-Croatian, and has built for the Lovejoy Library of Southern Illinois University at Edwardsville one of the largest collections of Slavic-American imprints in the world.

While much of what we might call first-generation ethnic life is gone in the CCDA, their descendants maintain much of the old spirit and activities. There are at least two disturbing trends,

however, which have come to this writer's personal attention. While he has taught various classes in East European history for twenty years at this university, he has had a disappointingly small number of college age descendants of the older immigrants take these classes. Furthermore, of the few who do enroll, fewer still know any of the languages of their parents and grandparents.

Table XV-1 gives an overview of the geographic distribution by community of the more important ethnic minorities in the CCDA. While few trustworthy figures are available, in fact, few figures at all are available, it appears that in only one community was one ethnic group numerically strong, and that was the Bulgarian colony in Granite City which often represented twenty-five percent of the total population of that city. The highest figure possible for any other ethnic group in any other one community would be around ten percent.

TABLE XV-1
COMMUNITY DISTRIBUTION OF ETHNIC MINORITIES IN THE CCDA

	Granite City	Venice	Madison	East St. Louis	Glen Carbon	Collinsville	Maryville	Brooklyn	National City	Washington Park
Bulgarians	X		X							
Poles			X	X	X	X	X			
Czechs				X	X	X				
Slovenes	X									
Croats	X		X	X						
Ukrainians			X	X						
Lithuanians				X						
Mexicans	X									X
Armenians	X			X						
Hungarians	X			X						X
Slovaks	X		X							
Blacks				X				X	X	
Greeks				X						
Russians			X							

An X indicates the ethnic group was large enough to organize one or more societies or lodges in a given community.

BIBLIOGRAPHIC NOTE

Among the sources used for this study were the old and very incomplete histories of Madison and St. Clair Counties. A few old area newspapers provided some bits of information. There are also several very unprofessional accounts of Granite City and Madison which occasionally refer to their minority groups. An unlooked for and unanticipated result of this survey is the fact that the historical collections in area libraries are disappointing to the extreme. Some attention ought to be given to changing this.

Other than personal visits to the CCDA and interviews with minority leaders, most of the information for this report came from the scores of ethnic almanacs, programs, newspapers, and other documents pertaining to the CCDA contained in the Slavic-American imprint collection of the Lovejoy Library of Southern Illinois University at Edwardsville.

SECTION XVI
CULTURAL ELEMENTS - SOCIAL

PREPARED BY
ROBERT L. KOEPKE, PH. D.
WITH POPULATION PROJECTIONS BY
CHARLES A. THORNTON, PH.D.

INTRODUCTION

People are an important element within the CCDA. The structures and infrastructure they have built are obvious features in the landscape. The decisions they will make will determine the course of the study area in the years to come. Their own social characteristics give to the study area one of its identifying features.

OVERALL POPULATION

Numbers

In Madison and St. Clair Counties, in 1970, there were 536,110 people. Over half of them, 285,176, were in St. Clair County and 250,934 were in Madison County (Table XVI-1).

The municipalities in the CCDA ranged in size from nearly 70,000 people or less to just over 100 people. East St. Louis and Granite City were the largest cities with 69,996 and 40,440 people in 1970 respectively. Collinsville and Edwardsville followed these two leaders with 18,015 and 11,070. Nine municipalities had a 1970 population of over 1,000 but less than 10,000; they were Washington Park (9,524), Madison (7,042), Venice (4,680), Caseyville (3,400), Fairmont City (2,769), Pontoon Beach (2,448), Troy (2,144), Glen Carbon (1,897), and Brooklyn (1,702). Two municipalities had less than 1,000 people -- Maryville with 809 and National City with 124.

Recent Changes

Change in population is a feature of the counties within the CCDA. In the thirty years between 1940 and 1970, the population of both Madison and St. Clair Counties increased, with Madison County containing an additional 101,245 people in 1970 over 1940 and St. Clair County an additional 118,277 (Table XVI-1).

Table XVI-1
1970 POPULATION AND POPULATION CHANGES

Counties

Madison		St. Clair	
1970	250,934	1970	285,176
1960	224,689	1960	262,509
1950	182,307	1950	205,995
1940	149,349	1940	166,899

Municipalities

Brooklyn		Fairmont City		National City	
1970	1,702	1970	2,769	1970	124
1960	1,922	1960	2,688	1960	117
1950	2,568	1950	2,284	1950	207
1940	2,158	1940	1,905	1940	244
Caseyville		Glen Carbon		Ponton Beach	
1970	3,411	1970	1,897	1970	2,448
1960	2,455	1960	1,241	1960	1,107
1950	1,209	1950	1,176	1950	no data
1940	865	1940	1,091	1940	no data
Collinsville		Granite City		Troy	
1970	18,015	1970	40,440	1970	2,144
1960	14,217	1960	40,073	1960	1,778
1950	11,862	1950	29,465	1950	1,260
1940	9,767	1940	22,974	1940	1,154
East St. Louis		Madison		Venice	
1970	69,996	1970	7,042	1970	4,680
1960	81,712	1960	6,861	1960	5,380
1950	82,295	1950	7,963	1950	6,226
1940	75,609	1940	7,782	1940	5,454
Edwardsville		Maryville		Washington Park	
1970	11,070	1970	809	1970	9,524
1960	9,996	1960	675	1960	6,601
1950	8,776	1950	539	1950	5,840
1940	8,008	1940	536	1940	4,523

Source: U.S. Bureau of the Census. U.S. Census of Population: 1960. Vol. 1. Characteristics of the Population. Part 15, Illinois. U.S. Government Printing Office, Washington, D.C. 1963. and Jane Altes. Population and Housing in Metro East: 1950, 1960, 1970. Southern Illinois University at Edwardsville, Center for Urban and Environmental Research and Services, 1973.

Change in population is also a feature of the municipalities within the CCDA, but in this instance the change is both negative and positive (Table XVI-1). Madison, Venice, Brooklyn, National City, and East St. Louis all lost population in the thirty years between 1940 and 1970. Increases have occurred in Collinsville, Edwardsville, Glen Carbon, Maryville, Troy, Granite City, Caseyville, Fairmont City, and Washington Park. In many instances, the municipal population almost doubled in size. There are no 1940 data for Pontoon Beach, so that change in population in this municipality is not known, but it was most likely positive.

Projected Changes

The population in the CCDA is also projected to change in the years to come. The size of the change depends on which source one consults (Table XVI-2). SIMAPC in 1973 projected that the population of Madison and St. Clair Counties would increase constantly at a rather high rate up to a total in 2010 of 522,971 for Madison County and 546,741 for St. Clair County. The Illinois Bureau of the Budget in 1977 saw the future population in the CCDA quite differently. They predicted the population in both counties would decrease between 1970 and 1975 and would then slowly, but steadily, increase with Madison County reaching 286,997 in 2010 and 298,479 in 2025, while St. Clair County would attain 310,706 in 2010 and 338,171 in 2025. The year 2010 projection of the State of Illinois was nearly one-half that of the SIMAPC projection. Only time will tell which projection was the better. A detailed analysis of population changes, especially future projections, is given later in this section.

The Bureau of the Budget also projected the population for both counties by age group. These data are given in Tables XVI-3 and XVI-4.

Table XVI-2

COUNTY POPULATION PROJECTIONS

Southwestern Illinois Metropolitan Area Planning Commission

Year	Madison County	St. Clair County
1970	250,934	285,199
1980	311,542	330,012
1990	383,023	397,116
2000	452,565	457,236
2010	522,971	546,741

Illinois Bureau of the Budget

Year	Madison County	St. Clair County
1970	251,477	285,716
1975	249,016	280,739
1980	251,606	286,571
1990	258,823	293,986
1995	273,835	297,117
2000	277,098	300,794
2005	279,838	304,850
2010	286,977	310,706
2015	290,486	317,646
2020	293,964	323,071
2025	298,479	330,171

Source: SIMAPC. Everything You Always Wanted To Know About Metro-East, But Didn't Know Who To Ask. March, 1973, page 2-3,2-5.

Illinois Bureau of the Budget. Illinois Population Projections (Revised, 1977) Summary and by County, 1970-2025. September, 1977.

Table XVI-3
OPEN POPULATION BY AGE AND SEX
MADISON 1970-2025

BOTH SEXES

	1970 ----	1975 ----	1980 ----	1985 ----	1990 ----	1995 ----
TOTAL	251477.	249017.	251606.	251286.	258824.	273836.
0- 4	21444.	19877.	18658.	19295.	19727.	20320.
5- 9	25283.	21221.	19513.	18355.	19131.	19887.
10-14	26803.	24514.	20484.	18871.	17960.	19127.
15-19	23092.	24347.	23774.	18467.	18278.	18278.
20-24	18155.	20012.	23373.	21602.	18318.	19363.
25-29	16221.	18256.	20854.	24037.	23082.	20461.
30-34	14217.	15449.	17763.	20437.	24017.	23625.
35-39	13974.	12931.	14635.	16772.	19992.	24231.
40-44	15641.	13387.	12586.	14116.	16554.	20236.
45-49	15697.	14692.	12769.	11905.	13754.	16597.
50-54	13877.	14522.	13732.	11912.	11365.	13515.
55-59	12474.	12167.	13362.	12327.	11145.	11033.
60-64	10872.	10715.	10821.	11842.	11281.	10520.
65-69	8573.	9527.	9499.	9679.	10819.	10559.
70-74	6293.	7094.	7932.	8041.	8371.	9591.
75-79	4532.	5310.	5995.	6716.	6928.	7402.
80-84	2554.	3002.	3517.	4088.	4670.	4948.
85+	1795.	1993.	2340.	2824.	3431.	4143.
	2000 ----	2005 ----	2010 ----	2015 ----	2020 ----	2025 ----
TOTAL	277098.	279839.	286978.	290487.	292965.	298480.
0- 4	19970.	19359.	19604.	19987.	20416.	20717.
5- 9	20013.	19751.	18970.	19242.	19335.	19698.
10-14	19314.	19492.	19198.	19383.	18486.	18557.
15-19	18113.	18464.	19963.	18775.	18412.	18899.
20-24	17623.	17546.	19774.	20082.	19874.	19970.
25-29	20656.	18930.	19484.	21179.	21800.	21543.
30-34	20273.	20465.	18879.	19259.	20924.	21523.
35-39	22927.	19615.	20059.	18317.	18669.	20419.
40-44	23752.	22505.	19304.	19671.	17741.	18166.
45-49	19614.	23095.	21950.	18756.	18926.	17181.
50-54	15810.	18749.	22124.	21020.	17750.	17983.
55-59	12518.	14760.	17907.	20880.	19763.	16887.
60-64	9958.	11378.	13690.	16461.	19075.	18182.
65-69	9555.	9070.	10393.	12445.	14773.	17067.
70-74	9092.	8243.	7827.	8972.	10604.	12612.
75-79	8200.	7805.	7184.	6786.	7705.	8954.
80-84	5199.	5762.	5438.	5027.	4711.	5353.
85+	4511.	4831.	5240.	5245.	4995.	4770.

Source: Illinois Bureau of the Budget. Illinois Population Projections
(Revised, 1977) Summary and by County, 1970-2025. September, 1977.

Table XVI-4
OPEN POPULATION BY AGE AND SEX
ST CLAIR 1970-2025

BOTH SEXES

	1970 ----	1975 ----	1980 ----	1985 ----	1990 ----	1995 ----
TOTAL	285716.	280739.	286572.	286877.	293769.	297117.
0- 4	25467.	23472.	23472.	24366.	24934.	24241.
5- 9	30545.	22842.	22026.	21698.	23452.	23908.
10-14	32359.	28535.	21766.	20662.	20933.	22486.
15-19	27519.	29419.	27183.	19575.	19947.	20567.
20-24	20454.	25581.	29200.	26025.	19677.	20268.
25-29	16528.	19560.	25482.	25620.	25908.	19419.
30-34	15172.	15558.	19169.	24797.	28148.	25040.
35-39	16378.	14285.	15125.	13415.	24180.	27031.
40-44	17294.	15070.	13722.	14204.	17986.	23255.
45-49	16786.	16136.	14494.	12863.	13599.	16946.
50-54	15149.	16055.	15752.	13842.	12341.	12795.
55-59	13606.	13671.	15152.	14451.	12934.	11477.
60-64	11914.	12244.	12627.	13767.	13245.	11695.
65-69	9356.	10048.	10767.	10886.	12153.	11545.
70-74	7007.	7735.	8649.	9101.	9417.	10374.
75-79	4939.	5146.	5926.	6628.	7091.	7246.
80-84	2877.	3082.	3450.	4016.	4600.	4858.
85+	1997.	2286.	2611.	2962.	3476.	3766.
	2000 ----	2005 ----	2010 ----	2015 ----	2020 ----	2025 ----
TOTAL	300795.	304851.	310706.	317647.	323072.	330171.
0- 4	25778.	24024.	25156.	26152.	26817.	27429.
5- 9	23256.	22808.	23336.	24476.	25534.	26396.
10-14	23050.	22443.	22153.	22720.	23818.	24951.
15-19	21592.	22024.	22204.	21854.	22661.	24282.
20-24	20550.	21488.	22544.	22567.	22361.	23572.
25-29	20113.	20430.	21290.	22500.	22267.	22195.
30-34	19021.	19740.	19966.	20911.	21944.	21766.
35-39	24351.	18500.	19141.	19459.	20142.	21198.
40-44	26205.	23684.	18051.	13671.	18898.	19567.
45-49	22317.	25322.	22810.	17357.	17784.	13063.
50-54	14226.	21519.	24215.	21864.	16369.	16731.
55-59	11948.	15238.	20287.	22849.	20389.	15335.
60-64	10496.	10978.	13937.	18649.	20695.	18447.
65-69	10302.	9278.	9741.	12392.	16458.	18257.
70-74	9987.	9004.	8126.	8523.	10710.	14133.
75-79	8145.	7879.	7046.	6453.	5579.	8354.
80-84	5071.	5746.	5523.	4975.	4550.	4698.
85+	4390.	4743.	5180.	5277.	5006.	4698.

Source: Illinois Bureau of the Budget. Illinois Population Projections
(Revised, 1977) Summary and by County, 1970-2025. September, 1977.

SOCIAL DATA BY TRACTS AND BLOCKS

A fairly detailed review of the patterns of a variety of social data is possible using the available tract and block data. These data are from the U.S. Bureau of the Census. This review considers tract and block data dealing with the population in general, housing patterns, income patterns and employment patterns. The location of the tracts and the blocks is given in Figure XVI-1.* The concern of this segment is to review the general nature of and especially the spatial character of these social data.

Population Patterns

Total Population. People are distributed in the CCDA in a broken crescent pattern encircling Horseshoe Lake, with the open segment of the crescent pointing towards the north and northeast. The western arm of this crescent is composed of the six cities of Mitchell on the far north, Pontoon Beach, Granite City, Madison, Venice, and Brooklyn. The southern segment of the crescent contains National City, a very small part of East St. Louis, Fairmont City, Washington Park, State Park Place, and Caseyville. The eastern arm contains Collinsville, Maryville, and Glen Carbon. The inner portion of the crescent, namely the area immediately west and east of Horseshoe Lake and that area along the Cahokia Canal-County Ditch, contains a few farm residences and just a few urban subdivisions and is thereby relatively unpopulated (Figure XVI-2). Hence, few people are found in most of the areas within the CCDA susceptible to interior flooding.

Population Density. The density of population in the CCDA is difficult to describe due to the wide variation in the size of the statistical

*All figures referred to are located in Volume 6 of 6 of this Environmental Inventory Report.

unit used by the Bureau of the Census, namely the census block. There is little difficulty in analyzing the densities in the sub-divided portion of the study area with its relatively similar-sized blocks, but in the rural areas with their large and varying-in-size "blocks," an analysis is at best difficult to make.

The misleading character of the map of population by census blocks (hypothetically a population density map) is shown in Figure XVI-3. The higher densities that are shown on the map on the fringes of the urban areas in reality do not exist. What is happening is that the larger "blocks" contain more people and hence have a higher "density" than the smaller blocks in the urban area. The true density in these rural areas is just not known, but it is probably generally low. But, what is known is the density in the relatively uniform blocks. The pattern that exists in these urban areas is akin to the traditional one in which there are higher densities around the central business areas, somewhat lower densities in the new urban areas, and even lower densities in the downtown areas themselves.

Age Distribution. There is substantial variation in the age structure of the populated areas within the CCDA. One way of looking at the age structure is through population pyramids. At the risk of over-generalizing, the pyramids seem to be of two main forms: one is truly pyramidal in form and the other is largely obelisk in form. In other words, the age structure in the census tracts in the CCDA is either one with a relatively large number of young people in relation to the remainder of the population or one in which the number in each age category is nearly the same.

While the pattern of the population age structure is complex owing to the individual character of the people in each census tract, there is a discernable spatial pattern if one just considers the two generalized forms (Figure XVI-4). The traditional pyramid with its larger share of young people tends to be in that part of the CCDA with the newer subdivisions, such as the area north of Pontoon Road in Granite City area, west of northeastern Granite City, and the western portion of Collinsville. The obelisk type is commonly in the older areas, such as southern Granite City, Brooklyn, Fairmont City, and downtown Collinsville.

A second way of studying the pattern of the age-structure in the CCDA is to consider the relative location of the aged (Figure XVI-5). Here again one notes that the aged (people sixty-two years old and over) are relatively more important in the older portions of the urban areas. The heavy concentration of aged people in the northwest quadrant of the I-55/70 and Rte. 159 intersection is because of a nursing home in a tract containing few other residents.

Racial Patterns. The urbanized portions of the CCDA are either all or nearly all white or all or nearly all black (Figure XVI-6). In only a few instances are these two groups mixed and even in these cases the proportion is not fifty-fifty.

The black population in the CCDA is also highly concentrated within it. Nearly all of the blacks are in the southwestern portion of the study area in west Madison, Eagle Park, Brooklyn, and East St. Louis. A few blacks also reside in Collinsville (Figure XVI-7).

Ethnic Background. Individuals with foreign ties do live within the CCDA, though the proportion of the foreign-related population is nowhere very high. A review of the residential pattern of people who were foreign born or who were born in the U.S., but who had at least one parent who was not, shows that the larger number of such people are in the Tri-Cities of Granite City, Madison and Venice and in Collinsville (Figure XVI-8). The percent of the population that is foreign related in the black neighborhoods is generally low.

Formal Education. There is a substantial spatial variation in the formal education of the people in the CCDA. Using census tracts as the spatial unit, the median number of school years completed in the CCDA ranged from eight and one-half years to twelve and three tenths years.

The pattern of this formal educational background is predictable. The people in the newer residential areas have the larger formal education, such as in the northeastern segment of Granite City, in Glen Carbon, Maryville and western Collinsville, while people in the older segments of the area, with the relatively older populations (recall the maps of population structure) and those in the black areas have the lower amounts (Figure XVI-9). Another way of looking at this education pattern is that except for the northeastern portion of the Granite City area, the people in the upland areas have a larger number of years of formal education, while those in the bottomland areas have a relatively smaller number of years.

Housing Patterns

Persons Per Household. There are also variations within the CCDA in the size of the households. The number of persons per household, using census tracts as the spatial unit, range from one and ninety-six

hundredths to three and seventy-seven hundredths persons (Figure XVI-10). The smaller households are in the older portions of the CCDA, such as in Granite City west of Nameoki Road and the area in and near downtown Collinsville. The areas of largely black population have relatively middle to higher number of people per household, but families in these areas are not substantially larger than the recently subdivided white areas in the Bottoms, such as Pontoon Beach and Mitchell and the uplands such as Glen Carbon and Maryville.

House Value. There is also substantial variation in the value of housing within the CCDA. Using 1970 data and census blocks as the unit, the average value of owner occupied units in the CCDA ranges from around \$2,500 to over \$27,500 (Figure XVI-11). There is a noticeable spatial pattern to this social variable. The high values are in the area around and northeast of Wilson Park in Granite City, western Collinsville, and southwest and southeast Maryville. These are the generally more recently urbanized areas and have younger and better formally educated populations. The lower house values are in the older portions of the urban areas, including around the Central Business Districts and in the black neighborhoods. The amount of formal education is generally relatively lower in these same areas.

Plumbing. One measure of the quality of housing in the CCDA is the percent of the units lacking some or all plumbing facilities (Figure XVI-12). As one might expect, nearly all of the residences in the areas with high value homes have all the plumbing facilities. But the converse does not hold true; some of the lower value homes have all the plumbing facilities and some do not. Generally, the areas with

homes without all the plumbing facilities are in the south of Granite City, western Granite City, western Madison, Venice, Eagle Park, part of East St. Louis, part of State Park Place, and near downtown Collinsville. As can be noted from a reading of this list of towns, the black areas generally have a larger share of their homes without all of the plumbing facilities, but the lack of plumbing facilities is not restricted solely to the black areas.

Residential Mobility. A major conclusion that can be drawn from the available data is that the population in the CCDA is spatially relatively stable (Figure XVI-13). In all but three of the census tracts at least half of the people were living in the same house in 1970 as they were in 1965. Another substantial segment of the population, commonly around twenty-five percent, moved into their 1970 CCDA residence from within the metropolitan area (SMSA); this could be within the same town -- the data however are unfortunately very general. In all tracts the percent of the 1970 population moving in from outside the SMSA during the five year period 1965-1970 was less than twenty-five percent. Hence, the CCDA is not an area with a large number of newcomers. The local people know the CCDA and possibly the St. Louis area as well.

Income Patterns

Total Income. There is a noticeable variation in the total 1969 income from census tract to census tract in the CCDA (Figure XVI-14). The larger totals are in the northeastern section of the Granite City area, in western Collinsville, and in St. Clair County south of Collinsville. The lower total income tracts are in the older areas such as Granite City and Brooklyn.

Mean Income. The pattern of mean income by census tract within the CCDA is similar to that of total income (Figure XVI-15). The higher average incomes are generally in northeastern Granite City and western Collinsville. Brooklyn and National City residents have the lower mean incomes. As one might expect, the areas with older people and with black people have lower incomes along with homes of lower value and with more of the homes lacking some or all of the plumbing facilities.

Poverty Level. Another indicator of the income condition of the people in the CCDA is the percent of all households with 1969 income below the poverty level (Figure XVI-16). In a few areas, however, the number of families with incomes below the poverty level is relatively higher. Nearly all of these "poverty areas" are the places in which black people live. This includes west Madison, Venice, Brooklyn, National City, and East St. Louis. The "white" tracts with relatively higher percentage of households with income below poverty level are in southern Granite City and western Granite City. In the CCDA, poverty is something that is experienced by just a few people, but those who are experiencing it are both black and white.

Public Assistance or Public Welfare Income. Still another measure of the economic nature of the people of an area is the percent of all families receiving public assistance or public welfare income (Figure XVI-17). In the great majority of the CCDA, few families receive either public assistance or public welfare income. Those families that do have such income are in the southwestern portion of the CCDA in Venice, Brooklyn, and East St. Louis.

Social Security Income. Social security income is another indicator. There is little variation in the percent of all families with social security income except for the southwestern segment in which the percentages for Venice, Madison, Brooklyn, and East St. Louis are relatively higher (Figure XVI-18). In just one tract do more than twenty-five percent of the families receive such income.

Employment Patterns

Total Employment. There is variation within the CCDA in the number of people employed per census tract (Figure XVI-19). The tracts in the northeastern Granite City area and in the Collinsville area contain larger quantities of employed people. The number employed, however, is closely related to the number of people per tract, which, as noted earlier, varies itself and is higher in these same northeastern Granite City and Collinsville areas.

Occupation. There are differences in relative occupations from tract to tract, though the variation is relatively small (Figure XVI-19). White collar workers are relatively more important in the upland areas and in the northeastern Granite City area. The tract with the largest percent of employed people in white collar positions is just north of the Granite City municipal limits, with western Collinsville and the area around SIU-E being two other major areas. All tracts, however, have some white collar workers. Laborers, on the other hand, are relatively more important in western Granite City, Venice, Brooklyn, and East St. Louis. All tracts have some people in the labor occupation. Blue collar workers account for the majority of the workers in all tracts.

Manufacturing Employment. Manufacturing as an industry is a significant source of employment in all of the tracts (Figure XVI-20). In only three tracts does manufacturing account for less than twenty percent of the total employment. In four tracts, all in the Tri-Cities area, manufacturing employment is over forty percent of the total.

Place of Work. Most of the workers in the CCDA are employed in Illinois, but Missouri accounts for a substantial share of the workers in most portions of the study area (Figure XVI-21). In all but one tract, which is in Granite City in which over half of the workers are employed in Missouri, about two-thirds of the workers are in Illinois and about one-third in Missouri.

Unemployment. There is some spatial variation in the number of males sixteen years old and over unemployed, with the larger number in the northeastern segment of the Granite City area (Figure XVI-22). The number unemployed seems to be closely related to the total size of the labor force.

RECENT POPULATION CHANGES BY TRACT

The western portion of the CCDA has been divided into census tracts since 1940. These spatial units and the data available for them allow one to observe changes at a high level of detail within at least a part of the CCDA. Fortunately, the area covered by the tracts has remained fairly constant during the last thirty years, but by no means are the tracts through time always identical (Figure XVI-23). The tract designation has changed, however, as one might expect.

In the tables that follow, the tracts are arranged in a general west to east pattern. Tract number MC-7/VE-7/4007 is in Venice,

MC-6/MA-6/4006 is in Madison, while MC-2/GC-2/4002 is near downtown Granite City and MC-8/GC-8A, GC-8B/4008.01, 4008.02, 4009.02 are in the northeastern part of the Granite City area. Similarly SCC-1/BR-1/5001 covers Brooklyn; SCC-20/NC-20/5020, National City; SCC-2/ES-2/5002, the East St. Louis riverfront area, and SCC-5/ES-5/5005, a central area in East St. Louis. SCC-21/FC-21/5021 is Fairmont City, and SCC-22/WP-22/5002 is Washington Park.

The population changes that have occurred in the western portion of the CCDA are about what the person who has observed the American urban scene would expect, namely a decrease in population in the older urban area and an increase in the more recently urbanized places (Table XVI-5).

The change in the racial character of this part of the CCDA is also rather predictable. Generally the older "inner" areas have decreased in white population, while the white population has increased in amount in the newer urban areas (Table XVI-6).

The expected associated change in black population has taken place only in part of the CCDA (Table XVI-7). The black population has increased in Venice and in much of East St. Louis, but it has decreased in Madison (even if one adds tracts MC-6 and MC-2 together) in Brooklyn and National City. What is striking is that the black population has been almost non-existent in most of Granite City, Fairmont City, and Washington Park during the thirty year period 1940-1970.

The size of the households in this portion of the CCDA has generally declined over the last thirty years. This decrease in household size has had a direct impact on the decrease in population in much of the area (Table XVI-8).

Table XVI-5
TOTAL POPULATION

Tract 1940/50/60/70	1940	1950	1960	1970	Change 40-70
MC-7/VE-7/4077	5,454	6,226	5,380	4,680	- 774
MC-6/MA-6/4006 ^c	7,782	7,963	7,562	5,738	- 2,044
MC-5/GS-5/4005	2,618	2,483	2,283	1,730	- 888
MC-2/GC-2/4002 ^{b,c}	5,260	6,288	6,479	7,598	+ 2,338
MC-3/GC-3/4003	2,833	2,647	2,311	1,956	- 877
MC-4/GC-4/4004	3,930	3,698	2,977	2,339	- 1,591
MC-1/GC-1/4001 ^a	8,333	10,301	11,523	12,099	+ 3,766
MC-8	2,701	4,048	14,500	24,930	+22,229
GC-8A			6,493		
GC-8B			8,007		
4008.01 ^d				3,435	
4008.02 ^d				9,721	
4009.02 ^d				11,774	
SCC-1/BR-1/5001	2,158	2,568	1,932	1,702	- 456
SCC-20/NC-20/5020 ^e	244	207	117	124	- 120
SCC-2/ES-2/5002 ^e	1,047	759	409	28	- 1,019
SCC-3/ES-3/5003	12,285	12,619	9,006	7,201	- 5,084
SCC-7/ES-7/5007	1,604	1,534	534	305	- 1,299
SCC-6/ES-6/5006	5,887	5,769	4,798	5,895	+ 8
SCC-4/ES-4/5004	5,428	5,239	5,450	5,751	+ 323
SCC-5/ES-5/5005	3,634	3,913	5,234	5,095	+ 1,461
SCC-21/FC-21/5021	1,905	2,284	2,688	2,769	+ 864
SCC-22/WO-22/5022	4,523	5,840	6,601	5,954	+ 1,431

a also includes a portion of MC-8A

b somewhat larger than in 1960

c part of MA-6 is in 4002 in 1970

d composite of 4008.01, 4008.02, and 4009.02 is somewhat larger than GC-8A, GC-8B, and MC-8

e somewhat larger in 1970

Table XVI-6
TOTAL WHITE POPULATION

Tract 1940/50/60/70	1940	1950	1960	1970	Change 40-70
MC-7/VE-7/4077	3,574	3,595	2,388	1,789	- 1,785
MC-6/MA-6/4006 ^c	6,793	6,896	6,707	5,566	- 1,227
MC-5/GS-5/4005	2,617	2,480	2,277	1,728	- 889
MC-2/GC-2/4002 ^{b, c}	5,260	6,281	6,406	6,801	+ 1,541
MC-3/GC-3/4003	2,830	2,645	2,310	1,947	- 883
MC-4/GC-4/4004	3,930	3,698	2,976	2,321	- 1,609
MC-1/GC-1/4001 ^a	8,332	10,296	11,519	12,053	+ 3,723
MC-8	2,701	4,045	14,495	24,818	+22,117
GC-8A			6,493		
GC-8B			8,002		
4008.01 ^d				3,426	
4008.02 ^d				9,692	
4009.02 ^d				11,700	
SCC-1/BR-1/5001	7	21	--	1	- 6
SCC-20/NC-20/5020 ^e	206	195	113	112	- 94
SCC-2/ES-2/5002 ^e	572	379	114	25	- 547
SCC-3/ES-3/5003	10,342	9,983	6,474	1,486	- 8,856
SCC-7/ES-7/5007	1,523	1,439	462	204	- 1,319
SCC-6/ES-6/5006	5,885	5,762	4,780	558	- 5,327
SCC-4/ES-4/5004	5,417	5,238	5,448	4,105	- 1,312
SCC-5/ES-5/5005	3,631	3,911	5,229	4,665	+ 1,034
SCC-21/FC-21/5021	1,904	2,283	2,686	2,761	+ 857
SCC-22/WO-22/5022	4,520	5,838	6,592	5,943	+ 1,423

a also includes a portion of MC-8A

b somewhat larger than in 1960

c part of MA-6 is in 4002 in 1970

d composite of 4008.01, 4008.02, and 4009.02 is somewhat larger than GC-8A, GC-8B, and MC-8

e somewhat larger in 1970

Table XVI-7
TOTAL BLACK POPULATION

Tract 1940/50/60/70	1940	1950	1960	1970	Change 40-70
MC-7/VE-7/4077	1,880	2,626	2,991	2,882	+ 1,002
MC-6/MA-6/4006 ^c	989	1,066	855	144	- 845
MC-5/GS-5/4005	--	1	--	--	--
MC-2/GC-2/4002 ^{b,c}	--	3	55	750	+ 750
MC-3/GC-3/4003	2	1	--	--	--
MC-4/GC-4/4004	--	--	--	--	--
MC-1/GC-1/4001 ^a	1	4	--	2	+ 1
MC-8	--	3	--	43	+ 43
GC-8A			--		
GC-8B			--		
4008.01 ^d				1	
4008.02 ^d				2	
4009.02 ^d				40	
SCC-1/BR-1/5001	2,151	2,547	1,922	1,697	- 454
SCC-20/NC-20/5020 ^e	38	12	4	10	- 28
SCC-2/ES-2/5002 ^e	464	379	293	3	- 461
SCC-3/ES-3/5003	1,935	2,634	2,525	5,687	+ 3,752
SCC-7/ES-7/5007	81	95	72	99	+ 18
SCC-6/ES-6/5006	2	7	5	5,329	+ 5,327
SCC-4/ES-4/5004	1	1	1	1,625	+ 1,624
SCC-5/ES-5/5005	3	2	--	418	+ 415
SCC-21/FC-21/5021	1	1	1	--	- 1
SCC-22/WO-22/5022	3	2	7	--	- 3

a also includes a portion of MC-8A

b somewhat larger than in 1960

c part of MA-6 is in 4002 in 1970

d composite of 4008.01, 4008.02, and 4009.02 is somewhat larger than GC-8A, GC-8B, and MC-3

e somewhat larger in 1970

Table XVI-8
POPULATION PER OCCUPIED DWELLING UNIT (1940)
POPULATION PER HOUSEHOLD (1950)

Tract 1940/50/60/70	1940	1950	1960	1970	Change 40-70
MC-7/VE-7/4077	3.70	3.47	3.52	3.38	- .32
MC-6/MA-6/4006 ^c	3.52	3.18	3.26	2.92	- .60
MC-5/GS-5/4005	3.67	3.16	3.10	2.81	- .86
MC-2/GC-2/4002 ^{b,c}	3.91	3.51	3.47	3.26	- .65
MC-3/GC-3/4003	3.51	2.96	2.57	2.70	- .81
MC-4/GC-4/4004	3.57	3.21	2.88	2.73	- .84
MC-1/GC-1/4001 ^a	3.51	3.19	3.04	2.98	- .53
MC-8	3.81	3.40	--	--	
GC-8A			3.57		
GC-8B			3.85		
4008.01 ^d				3.31	
4008.02 ^d				3.46	
4009.02 ^d				3.40	
SCC-1/BR-1/5001	3.28	3.23	3.17	3.17	- .11
SCC-20/NC-20/5020 ^e	4.44	3.42	3.16	3.02	-1.42
SCC-2/ES-2/5002 ^e	3.65	2.93	2.15	2.17	-1.48
SCC-3/ES-3/5003	3.46	3.37	3.11	3.18	- .28
SCC-7/ES-7/5007	3.90	2.69	2.14	1.96	-1.94
SCC-6/ES-6/5006	3.53	3.00	2.55	3.77	+ .24
SCC-4/ES-4/5004	3.67	3.13	3.23	2.94	- .73
SCC-5/ES-5/5005	3.69	3.50	3.48	3.21	- .48
SCC-21/FC-21/5021	3.98	3.74	3.49	3.13	- .85
SCC-22/WO-22/5022	3.69	3.38	3.27	2.96	- .73

a also includes a portion of MC-8A

b somewhat larger than in 1960

c part of MA-6 is in 4002 in 1970

d composite of 4008.01, 4008.02, and 4009.02 is somewhat larger than GC-8A, GC-8B, and MC-8

e somewhat larger in 1970

There has also been a change in the number of dwelling units (1940)/housing units (1970). The older areas have lost housing, while the newer areas have increased in housing (Table XVI-9). There has also been an almost parallel change in the number of owner occupied units (Table XVI-10).

The median value of the owner occupied units has increased throughout the western portion of the CCDA. The higher increases are in the newer parts of this segment of the study area, while the smaller increases are in East St. Louis (Table XVI-11).

Finally, there has been a change in the amount of formal education of the people in the portion of the CCDA for which a detailed review is possible. The increase in thirty years in median school years completed ranged from a low of four-tenths years to a high of two and eight-tenths years (Table XVI-12). The areas having black people have the lowest change.

POPULATION ESTIMATES AND PROJECTIONS

The Cahokia Canal Drainage Area (CCDA) is situated so as to have approximately sixty-five percent of its area in the Mississippi River Flood Plain (known locally as the American Bottoms) and about thirty-five percent in the upland area. As noted earlier in this section, during the 1970 decade a sizeable amount of population redistribution occurred, with the American Bottom portion suffering a substantial population loss, due mainly to population decreases in the urbanized southwestern corner of the CCDA. This portion of the CCDA includes Granite City, Fairmont City, National City, Madison, Brooklyn, and

Table XVI-9
ALL DWELLING UNITS (1940)

Tract 1940/50/60/70	1940	1950	1960	1970	Change 40-70
MC-7/VE-7/4077	1,483	1,827	1,572	1,451	- 32
MC-6/MA-6/4006 ^c	2,227	2,513	2,376	2,135	- 92
MC-5/GS-5/4005	717	795	822	668	- 49
MC-2/GC-2/4002 ^{b,c}	1,368	1,764	1,842	2,319	+ 951
MC-3/GC-3/4003	818	852	955	828	+ 10
MC-4/GC-4/4004	1,124	1,149	1,183	953	- 171
MC-1/GC-1/4001 ^a	2,405	3,268	3,865	4,235	+ 1,830
MC-8	718	1,198	4,042	7,593	+ 6,875
GC-8A			1,883		
GC-8B			2,159		
4008.01 ^d				1,047	
4008.02 ^d				2,888	
4009.02 ^d				3,658	
SCC-1/BR-1/5001	661	796	637	545	- 116
SCC-20/NC-20/5020 ^e	55	50	40	42	- 13
SCC-2/ES-2/5002 ^e	318	210	169	16	- 302
SCC-3/ES-3/5003	3,659	3,637	3,000	2,464	- 1,195
SCC-7/ES-7/5007	418	455	214	140	- 278
SCC-6/ES-6/5006	1,696	1,891	1,963	1,748	+ 52
SCC-4/ES-4/5004	1,512	1,741	1,722	2,071	+ 559
SCC-5/ES-5/5005	997	1,127	1,523	1,670	+ 673
SCC-21/FC-21/5021	499	613	805	920	+ 421
SCC-22/WO-22/5022	1,242	1,751	2,087	2,092	+ 850

a also includes a portion of MC-8A

b somewhat larger than in 1960

c part of MA-6 is in 4002 in 1970

d composite of 4008.01, 4008.02, and 4009.02 is somewhat larger than GC-8A, GC-8B, and MC-8

e somewhat larger in 1970

Table XVI-10
ALL OWNER-OCCUPIED UNITS (1940)

Tract 1940/50/60/70	1940	1950	1960	1970	Change 40-70
MC-7/VE-7/4077	754	1,025	779	668	- 86
MC-6/MA-6/4006 ^c	1,034	1,396	1,443	1,266	+ 232
MC-5/GS-5/4005	287	416	414	348	+ 61
MC-2/GC-2/4002 ^{b,c}	520	1,013	1,198	1,515	+ 995
MC-3/GC-3/4003	239	332	334	274	+ 35
MC-4/GC-4/4004	335	535	475	330	- 5
MC-1/GC-1/4001 ^a	1,154	2,343	2,654	2,729	+ 1,575
MC-8	336	985	3,619	5,792	+ 5,456
GC-8A			1,752		
GC-8B			1,867		
4008.01 ^d				920	
4008.02 ^d				2,181	
4009.02 ^d				2,691	
SCC-1/BR-1/5001	279	325	255	246	- 33
SCC-20/NC-20/5020 ^e	12	6	--	--	- 12
SCC-2/ES-2/5002 ^e	26	24	26	1	- 25
SCC-3/ES-3/5003	944	1,330	1,191	721	- 223
SCC-7/ES-7/5007	23	39	24	13	- 10
SCC-6/ES-6/5006	493	750	713	512	+ 19
SCC-4/ES-4/5004	740	1,188	1,165	933	+ 193
SCC-5/ES-5/5005	495	891	987	923	+ 428
SCC-21/FC-21/5021	220	415	604	673	+ 453
SCC-22/WO-22/5022	746	1,372	1,571	1,431	+ 685

a also includes a portion of MC-8A

b somewhat larger than in 1960

c part of MA-6 is in 4002 in 1970

d composite of 4008.01, 4008.02, and 4009.02 is somewhat larger than GC-8A, GC-8B, and MC-8

e somewhat larger in 1970

Table XVI-11
MEDIAN VALUE (DOLLARS) ALL OWNER OCCUPIED UNITS (1940)

Tract 1940/50/60/70	1940	1950	1960	1970	Change 40-70
MC-7/VE-7/4077	685	2,628		8,200	+ 7,515
MC-6/MA-6/4006 ^c	2,097	4,731		10,100	+ 8,003
MC-5/GS-5/4005	1,730	4,492	6,400	7,900	+ 6,170
MC-2/GC-2/4002 ^{b,c}	1,696	3,878	6,200	8,300	+ 6,604
MC-3/GC-3/4003	4,067	8,152	9,700	11,100	+ 7,033
MC-4/GC-4/4004	2,356	5,090	7,800	9,200	+ 6,844
MC-1/GC-1/4001 ^a	3,735	7,393	10,600	12,500	+ 8,765
MC-8	3,035	6,857	--	--	
GC-8A			15,400		
GC-8B			12,300		
4008.01 ^d				20,800	
4008.02 ^d				14,400	
4009.02 ^d				16,200	
SCC-1/BR-1/5001	502	1,911	5,000	6,500	+ 5,998
SCC-20/NC-20/5020 ^e	--	--	--	--	
SCC-2/ES-2/5002 ^e	--	--	--	--	
SCC-3/ES-3/5003	2,252	4,323	5,800	5,900	+ 3,648
SCC-7/ES-7/5007	--	--	--	5,000	
SCC-6/ES-6/5006	3,693	7,578	7,900	8,200	+ 4,507
SCC-4/ES-4/5004	3,344	6,646	7,900	7,600	+ 4,256
SCC-5/ES-5/5005	4,913	8,627	9,300	10,100	+ 5,187
SCC-21/FC-21/5021	2,039	4,326	6,300	8,800	+ 6,761
SCC-22/NO-22/5022	2,125	5,193	6,600	8,200	+ 6,075

a also includes a portion of MC-8A

b somewhat larger than in 1960

c part of MA-6 is in 4002 in 1970

d composite of 4008.01, 4008.02, and 4009.02 is somewhat larger than GC-8A, GC-8B, and MC-8

e somewhat larger in 1970

Table XVI-12
MEDIAN SCHOOL YEARS COMPLETED
PERSONS 25 YEARS AND OVER

Tract 1940/50/60/70	1940	1950	1960	1970	Change 40-70
MC-7/VE-7/4077	7.3	8.0	8.4	9.1	+1.8
MC-6/MA-6/4006 ^c	7.4	8.4	8.4	8.8	+1.4
MC-5/GS-5/4005	7.5	8.3	8.4	8.7	+1.2
MC-2/GC-2/4002 ^{b,c}	7.4	8.2	8.4	8.8	+1.4
MC-3/GC-3/4003	8.6	8.9	8.9	10.0	+1.4
MC-4/GC-4/4004	8.0	8.6	8.6	9.4	+1.4
MC-1/GC-1/4001 ^a	8.6	9.4	9.5	11.3	+2.7
MC-8	8.2	9.0	---	---	
GC-8A			12.1		
GC-8B			10.3		
4008.01 ^d				12.3	
4008.02 ^d				11.7	
4009.02 ^d				12.1	
SCC-1/BR-1/5001	6.7	6.6	7.2	8.6	+1.9
SCC-20/NC-20/5020 ^e	8.0	---	---	8.9	+ .9
SCC-2/ES-2/5002 ^e	7.2	8.1	8.0	---	
SCC-3/ES-3/5003	7.7	8.4	8.3	8.5	+ .8
SCC-7/ES-7/5007	8.1	8.5	8.0	9.2	+1.1
SCC-6/ES-6/5006	8.7	9.6	8.8	9.5	+ .8
SCC-4/ES-4/5004	8.5	9.0	9.3	8.9	+ .4
SCC-5/ES-5/5005	9.2	10.9	9.5	10.6	+1.4
SCC-21/FC-21/5021	7.3	8.5	8.5	10.1	+2.8
SCC-22/WO-22/5022	8.0	8.8	8.8	9.1	+1.1

a also includes a portion of MC-8A

b somewhat larger than in 1960

c part of MA-6 is in 4002 in 1970

d composite of 4008.01, 4008.02, and 4009.02 is somewhat larger than GC-8A, GC-8B, and MC-8

e somewhat larger in 1970

Venice, all of which are heavily dependent on industry and have experienced a number of industrial shutdowns since the middle 1970's*. On the other hand, the upland communities did fairly well because of less dependence on industry and because they continued to function as bedroom communities for the industrial, commercial, and office centers located in the American Bottoms and in St. Louis. The upland portion of the CCDA, consequently, not only was spared the losses that occurred in the American Bottoms, but grew substantially in the 1970-80 interval.

The distribution of population by townships within the CCDA is shown in Table XVI-13 for the period 1950 to 1970. It is evident that both the American Bottoms and the upland portions grew in population during that twenty year interval. As can be seen in Table XVI-14, the bottomland population grew more rapidly than the upland area in the 1950-60 decade, while during the 1960-70 decade the upland population grew more rapidly. Over the twenty year period in question, the upland population increased almost twice as rapidly as the bottomlands population. Overall, the CCDA population increased forty-seven percent from 1950 to 1970.

The shifts that occurred in the CCDA in terms of population residence in both the bottomlands and upland area is revealed in Table XVI-15. As can be seen in the top panel of this table, all of the incorporated communities in the American Bottoms, except Pontoon Beach, lost population. The net population loss was 6,655 or a decrease of eleven and two-tenths percent from 1970. The bottom panel of Table XVI-15

*Since 1977, according to the Southwest Illinois Metropolitan Area Planning Commission, 77 firms have gone out of business in the western portions of Madison and St. Clair counties with an estimated 3,639 to 5,825 jobs lost in closing.

TABLE XVI-13

**CAHOKIA CANAL DRAINAGE AREA
POPULATION CHANGES (1950-1970)**

American Bottoms Population

	1950	1960	1970
Choteau Township	1,549	1,642	1,948
Granite City Township	25,417	25,573	40,440
Nameoki Township	9,230	23,710	14,117
Stites Township	2,874	2,103	1,826
Venice Township	14,104	13,260	12,925
National City	207	117	124
Fairmont City	2,284	2,668	2,769
Total Change	53,831	69,073	74,149

Bluff-Line Population

Collinsville Township	15,082	20,122	26,396
Edwardsville Township	6,306	5,979	7,096
Census Tract 5034.01	1,670	3,042	4,001
Census Tract 5034.03	161	324	882
Total	23,219	29,467	38,375
Total Cahokia Canal Drainage Area Population	76,600	98,540	112,524

Sources: U.S. Department of Commerce, Census Tracts, St. Louis, Missouri-Illinois, Standard Metropolitan Statistical Area (PHC1-181), 1970 Census of Population and Housing, U.S. Government Printing Office, Washington, D.C., April 1972; Center for Urban and Environmental Research and Services, Population and Housing in Metro East, 1950-1960-1970, ed. Jane Altes, Southern Illinois University at Edwardsville, March 1973; Land Atlas and Plat Book, Madison and St. Clair Counties, 1979, Rockford Map Publishers, Rockford, Illinois.

TABLE XVI-14

**CAHOKIA CANAL DRAINAGE AREA
POPULATION PERCENT CHANGES (1950-1970)**

American Bottoms Population

	1950-60	1960-70	1950-70
Choteau Township	6.00	18.64	25.76
Granite City Township	1.01	58.14	59.11
Nameoki Township	156.88	-40.46	52.95
Stites Township	-26.83	-13.17	-36.46
Venice Township	- 5.98	- 2.53	- 8.36
National City	-43.38	5.98	-40.10
Fairmont City	16.81	2.29	21.23
Total Percent Change	29.39	7.35	38.91

Bluff-Line Population

Collinsville Township	33.42	31.18	75.02
Edwardsville Township	- 5.19	18.68	12.53
Census Tract 5034.01	82.16	31.53	139.58
Census Tract 5034.03	1.24	172.22	447.83
Total Percent Change	26.91	30.23	65.27
 Total Cahokia Canal	 28.64	 14.19	 46.90

Sources: U.S. Department of Commerce, Census Tracts, St. Louis, Missouri-Illinois, Standard Metropolitan Statistical Area (PHC1-181), 1970 Census of Population and Housing, U.S. Government Printing Office, Washington, D.C., April, 1972; Center for Urban and Environmental Research and Services, Population and Housing in Metro East, 1950-1960-1970, ed. Jane Altes, Southern Illinois University at Edwardsville, March 1973; Land Atlas and Plat Book, Madison and St. Clair Counties, 1979, Rockford Map Publishers, Rockford, Illinois.

TABLE XVI-15

PRELIMINARY CENSUS POPULATION VALUES
FOR CAHOKIA CANAL DRAINAGE AREA COMMUNITIES

Community	1980 Population	1970 Population	Change from 1970 Population	Per Cent Change From 1970
Brooklyn	1,212	1,702	- 490	-28.8
Fairmont City	2,313	2,769	- 456	-16.5
Granite City	36,527	40,685	-4,158	-10.2
Madison	5,900	7,042	-1,142	-16.2
National City	69	124	- 55	-44.4
Pontoon Beach	3,356	2,448	+ 908	+37.1
Venice	3,418	4,680	-1,262	-27.0
<hr/>				
American Bottoms Total	52,795	59,450	-6,655	-11.2
<hr/>				
Collinsville	21,159	18,224	+2,936	+16.1
Glen Carbon	2,930	1,897	+1,033	+54.5
<hr/>				
Bluff-Line Total	24,089	20,121	+3,968	+24.8
<hr/>				
Cahokia Canal Drainage Area Total	76,884	79,571	-2,686	- 2.387

Sources: U.S. Department of Commerce, Census Tracts, St. Louis, Missouri-Illinois, Standard Metropolitan Statistical Area (PHC1-181), 1970 Census of Population and Housing, U.S. Government Printing Office, Washington, D.C., April, 1972; Center for Urban and Environmental Research and Services, Population and Housing in Metro East, 1950-1960-1970, ed. Jane Altes, Southern Illinois University at Edwardsville, March, 1973; Land Atlas and Plat Book, Madison and St. Clair Counties, 1979, Rockford Map Publishers, Rockford, Illinois, U.S. Department of Commerce, Preliminary Census, Communities of Madison and St. Clair Counties, Illinois, 1980, U.S. Census Bureau, Washington, D.C. January, 1981.

reveals that the two communities included in the 1980 preliminary census report increased 3,968. This amount does not include the populations of portions of Maryville and Troy which have also increased since 1970*. The percentage increase (twenty-four and eight tenths) shown in the bottom portion of Table XVI-15 is therefore a conservative estimate of the increase in population that occurred in this part of the CCDA.

Five different sources were investigated to project the estimated 1980 CCDA population forward in time up to 2030 A.D. Four of the agencies involved in making population projections (which included the CCDA as part of a larger geographical unit) are shown in Table XVI-16. SIMAPC's (Southwestern Illinois Metropolitan Area Planning Commission) projections were rejected as a growth index to be applied to the 1980 estimated CCDA population because of their unrealistically high values as they forecast a Madison County population of 311,542. Preliminary census figures show a total Madison County population of 246,835. The two OBERS, Illinois Bureau of the Budget (IBB) and East-West Gateway Coordinating Council (EWGCC) projections for 1980 were all considerably lower than SIMAPC's projected growth rates through the year 2010, as well as the 1980 projected population and are displayed as line entries in Table XVI-8. In general the IBB growth rates are the lowest and apply only to Madison County, Illinois. The series C OBERS growth indices are the highest and apply to water resource aggregated subarea 0714 of

*Preliminary census figures for Maryville were not available and only one subdivision in Troy was within the CCDA Boundary.

TABLE XVI-16

GROWTH RATES PROJECTED FOR MADISON (and ST. CLAIR COUNTIES) by OBERS (Series E and C) EAST-WEST GATEWAY COORDINATING COUNCIL (1980-2000) and the ILLINOIS BUREAU OF THE BUDGET (1980-2025)

Time Interval	OBERS Series C (Aggregated Sub- area 0714)	EWGCC (East-West Gate- way Coordinating Council	OBERS Series E SMSA 194 St. Louis, Mo.-Ill.	IBB Illinois Bureau of the Budget
1971-1980	1.141	1.043 ^a	1.081	1.001
1981-1990	1.126	1.086	1.061	1.028
1991-2000	1.115	1.053	1.040	1.071
2001-2010	1.118	1.076 ^b	1.035	1.036
2011-2020	1.118	1.076	1.034	1.024
2021-2030	1.123 ^c	1.079	1.034 ^c	1.015

- a. growth rates shown are based on EWGCC population projections for Madison County, Illinois, for the years 1970-2000.
- b. growth rates shown apply for Madison County for the years 2000-2030 and are not EWGCC projected growth rates but are averages between the OBERS ASA & SMSA growth rates.
- c. OBERS projections were completed only up to 2020; the 1.11 growth rate is an extension of the 1970-2020 OBERS rate.

Source: East-West Gateway Coordinating Council Population Projections (1970-2000), Revised Best Series, September, 1978; U.S. Water Resources Council, 1972 OBERS Projections; V.3, Water Resources Regions 1-8, U.S. Government Printing Office, September, 1972, p. 206; U.S. Water Resources Council, 1972 OBERS Projections; V.5, Standard Metropolitan Statistical Areas, U.S. Government Printing Office, April, 1974, p. 202; Illinois Bureau of the Budget, Illinois Population Projections (Revised, 1977), Summary and by County, 1970-2025, September, 1977.

which the CCDA is a very small portion. The EWGCC growth indices apply to the St. Louis SMSA as does the OBERS series E projections. In general the series E OBERS projections are substantially lower than either the EWGCC or the series C OBERS projections for subarea 0714.

The forecast population totals for the CCDA are listed by ten year intervals in Table XVI-17. The growth rate indices as listed in Table XVI-16 were applied to the estimated 1980 CCDA population of 110,696*. As noted in the previous paragraph, the series C OBERS (aggregated subarea) projection growth rates are the highest and result in the highest population totals for each ten year interval. The IBB and Environmental Researchers of Edwardsville (ERE) projections result in the lowest population totals for each ten year period. All of the projections, with the exception of the ERE forecast, predict steady increasing growth. The ERE projection for 1990, however, forecasts no population growth because of continuing economic stagnation and industrial closing throughout Metro-East. The bottomsland portion of the CCDA is characterized by an aging, heavy industrial economy which in recent years has appeared to be marginally competitive and at times unable to adjust to changing economic-environmental conditions at the metropolitan, state, national, and international level.

The continued growth in the upland or bluff-line portion of the CCDA should offset the loss of population in the American Bottom portion

*Ratio-correlation was used in estimating the overall population in the CCDA. As noted previously the 1980 Madison County population was 246,835 while the 1970 population was 250,911. The quotient or ratio of 0.98376 was then applied to the 1970 CCDA population resulting in an estimated 110,696 population for 1980. It is felt this technique results in some overestimation of the 1980 CCDA, since most of Madison County's population loss was in the western townships.

AD-A099 710

ENVIRONMENTAL RESEARCHERS OF EDWARDSVILLE INC
ENVIRONMENTAL INVENTORY REPORT, EAST ST. LOUIS
MAY 81 W T PUCKETT, S B KIMBALL, R L KOEPKE

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AND VICINITY, CA--ETC(U)
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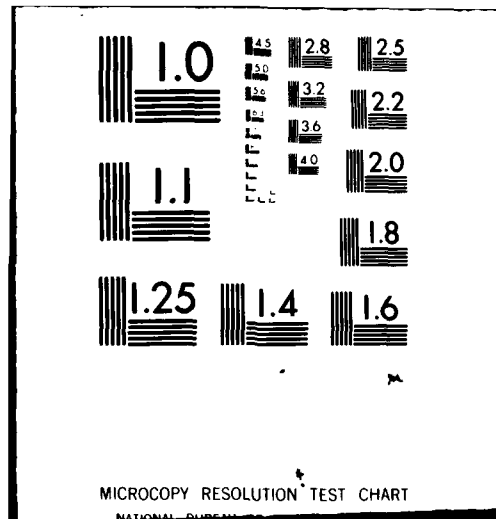


TABLE XVI-17

**CAHOKIA CANAL DRAINAGE AREA
PROJECTIONS OF POPULATION
(1980-2030) ^(a)**

Year	OBERS (Aggregated Subareas)	EWGCC (East-West Gateway Coor- dinating Council)	OBERS (Statistical Metropoli- tan Areas)	IBB (Illinois Bureau of the Budget)	ERE (Environmental Researchers of Edwardsville)
1980	110,696 ^b	110,696	110,696	110,696	110,696
1990	126,259	120,217	117,403	113,873	110,691 ^c
2000	140,795	126,562	122,087	121,912	112,575 ^d
2010	157,469	136,240	126,300	126,265	116,459 ^e
2020	176,014	146,613	130,659	129,333	120,343 ^e
2030	197,741	158,192	135,168	131,325	124,356 ^e

- a. see Table for the IBB, OBERS and EWGCC ratios applied in projecting the 1980 Cahokia Canal Drainage Area CCDA population to 2030 A.D.
- b. population value is based on preliminary 1980 census figures for Madison and St. Clair County communities.
- c. assumes zero rate of growth during the 1980-1989 decade with population loss in the Amerícan Bottoms being offset by equal population growth in the Bluff-line portion of the CCDA.
- d. assumes 25 percent of the growth rate projected by IBB for Madison County in the 1990-1999 decade.
- e. assumes the entire CCDA will grow at approximately the same rate as forecast by the OBERS (SMSA) projection for the St. Louis SMSA in the time interval, 2000-2020 A.D.

Source: Calculations by author based on preliminary 1980 census data, EWGCC, and OBERS (Series E) projection rates.

during the 1980 decade. In all likelihood the migration that occurred in the 1970's from the American Bottoms to the upland areas of Metro-East will continue into the 1980's. It is assumed that this dispersal of population will slow down somewhat in the 1980's due to the continuation of high prices for motor fuels. There are indications that substantial migration from the Missouri portion of the St. Louis SMSA to the upland areas of Metro-East began occurring in the middle 1970's and the trend is also expected to continue through the 1980-90 period, reinforcing the population gain the upland area has received from the bottomland areas of Metro-East*.

The first part of the 1990 decade is assumed to be a continuation of the trends experienced in the 1970 decade and forecast for the 1980 decade in the CCDA by the ERE projection. For this reason, the 2000 A.D. population for the CCDA is about the same as it was thirty years earlier at the end of the 1960 decade. The ERE forecast population, on this basis, differs rather substantially when compared to both OBERS projections, the EWGCC and IBB projections when applied to the CCDA for the year 2000 A.D. Beyond 2000 A.D., the ERE forecast populations for the CCDA assume the same growth rate as the series E OBERS projections.

The past and projected distribution of population within the CCDA according to the ERE forecasts are shown in Table XVI-18. The more refined attempts of allocating population between the American Bottoms and upland portions of the CCDA are limited to the time period 1980 to 2000 A.D. Beyond 2000 up to 2030, Series E OBERS growth rate indices

*Personal communication with Mr. Leeds Watson, Ira E. Baker Realty Company (St. Louis metropolitan area), April 19, 1977.

TABLE XVI-18

PAST AND FORECAST POPULATION DISTRIBUTION WITHIN THE AMERICAN BOTTOMS
AND BLUFF-LINE PORTIONS OF THE CAHOKIA CANAL
(1950-2030)

Year	American Bottoms			Bluff-Line		
	Total Population	Absolute Change	Per Cent Change	Total Population	Absolute Change	Per Cent Change
1950	55,665	14,352	34.74	23,260	--	--
1960	69,133	13,468	24.19	28,867	5,607	24.11
1970	74,149	5,016	7.26	38,452	9,585	33.21
1980	67,494	-6,655 ^a	-8.98	43,202 ^b	4,750	12.35
1990	64,314	-3,180 ^c	-4.71	46,377 ^d	3,175	7.35
2000	63,934	-380 ^e	-0.59	48,641	2,264 ^f	4.88
2010	66,140 ^g	2,273	3.45	50,319 ^g	1,678	3.45
2020	68,344 ^g	2,273	3.34	51,999 ^g	1,680	3.34
2030	70,625 ^g	2,348	3.33	53,731 ^g	1,732	3.33

a. although the total 1970 population of the communities listed in Table XVI-7 accounted for only 80.2 per cent of the 1970 CCDA population, it is felt the 6,655 population loss that occurred in the American Bottoms communities is a maximum figure for all of the American Bottoms portion of the CCDA. Much dispersion has occurred from the communities in the bottomlands to the eastern unincorporated portions of the American Bottoms since 1970.

b. the difference between the preliminary 1980 census figures for the CCDA population (110,696) and the estimated population for the American Bottoms portion.

c. calculated by the use of linear regression for the time interval 1940 through 1990.

d. the difference between the predicted 1990 value for the CCDA in Table XVI-9 and the predicted American Bottoms population for 1990.

e. residual value reflecting the difference between projected growth for entire CCDA and projected bluff-line population growth.

f. calculated by use of linear regression for the time interval 1960 through 2000.

g. growth as predicted by OBERS (Series E) index for the St. Louis SMSA 2000-2030.

Sources: Calculations by author based on the 1950, 1960, 1970 and preliminary 1980 Censuses; Land Atlas and Plat Book, Madison and St. Clair Counties; OBERS Series C & E projections; EWGCC population projections, the 188 Madison County population projections, the American Statistical Association (ASA), St. Louis Chapter, Madison County 1980 population estimates and projections; SWIMPAC, Everything You Always Wanted to Know About Metro East, But Didn't Know Who To Ask, March, 1973.

for the St. Louis SMSA are applied to both the American Bottoms and the upland areas.

It is to be noted from Table XVI-18 that decreasing population trends will occur in the American Bottoms into the 1990-2000 time frame. Some of the reasons as to why it is assumed the American Bottoms portion of the CCDA will experience continued population losses were listed previously in the discussion about Table XVI-17. To those factors previously listed, should be added the fact that the entire St. Louis region is forecast to atrophy in the coming two decades because of national and regional factors and trends. The communities in the American Bottoms portion of the CCDA are similar to the city of St. Louis in terms of a variety of socio-economic and demographic factors, while the upland communities, being more geographically removed from St. Louis, are relatively more dependent on the economic well-being and demographic characteristics of the eastern parts of Madison and St. Clair counties as well as the rural, agricultural counties (Bond and Clinton) farther east. Rural and small town communities have displayed a growth trend during the last decade and the U.S. Census Bureau expects this trend to continue well into this decade and beyond*. This trend appears to be a factor in the continuing growth of the bluff-line area of Metro-East.

The highway system in the CCDA is an excellent one, with three Interstates (I-270, I-55, and I-255) resulting in very good accessibility throughout the CCDA, Metro-East, and into St. Louis and St. Louis County.

*See St. Louis Globe-Democrat, Illinois Section, Weekend Edition, January 9-10, 1981, E1.

Travel times from Missouri into the upland portion of the CCDA average only 5-15 minutes longer from Missouri than into the American Bottoms portion of the CCDA. Individual perception as to the tradeoff between fuel cost and travel time as it depends on residential location in the American Bottoms vis-a-vis the upland appears to be in favor of the upland area according to recent trends. A number of other factors such as local flooding, ambient air quality, lower taxes, so far appear to favor residential location in the upland portion, also. For all of these reasons, the upland area of the CCDA is forecast to experience increasing population until 2000 A.D., albeit at a slower rate of increase as compared to the 1960-70 and 1970-80 population increases.

As can be noted from Table XVI-18, the upland portion of the CCDA accounted for a population of 23,260 or nearly thirty percent of the CCDA total population in 1950. By 1980, the upland area increased in population to 43,202 and accounted for thirty-nine percent of the CCDA population. By 2000 A.D., the upland area will account for slightly more than forty-three percent of all the population within the CCDA, even though it comprises less than thirty-five percent of the CCDA area. Beyond the year 2000 A.D., it is assumed that a period of fractional stability will be approached and series E OBERS growth rate indices are applied to the CCDA population in the American Bottoms and upland portions, alike. By 2030, the American Bottoms are projected to contain approximately fifty-seven percent of the CCDA population with the upland accounting for the remaining forty-seven percent.

SOCIAL COMMUNITIES

A sense of community identity is an important social feature within the CCDA, for it is one of those items which influences people's decision making. This sense of community is a "feeling"-- a psychological condition if you wish -- that people have and that they develop by living and generally interacting with each other. An attempt at determining the areal extent of the social communities in the CCDA can be made through a study of the spatial variation in the items whose spatial patterns have been described so far in this report.

Five general social communities exist in the CCDA. Some are rather homogeneous and are thus easily defined. Others are harder to pick out. The five social communities are 1) the Quad Cities of Granite City, Madison, Venice, Mitchell, and Pontoon Beach, 2) Collinsville-Maryville, 3) Edwardsville-Glen Carbon, 4) East St. Louis and Brooklyn, and 5) National City, Fairmont City, Washington Park, and State Park Place.

The Quad Cities is an urban cluster in southwestern Madison County that is physically separate from other urban areas in the CCDA. It originated from a few nodal points, namely from the original settlements in Madison, Venice, and Granite City. It contains primarily white people, but has a significant black population in the southwestern portion of the community area. The expansion and increasingly assertive black population is reducing the cohesiveness with the Quad City area. In fact, the Venice portion, which contains the larger share of

the black population, is increasingly looking southward to Brooklyn and East St. Louis. The Quad Cities has a single bi-weekly newspaper that concentrates upon news from the Quad Cities area. The area is also entirely within Madison County.

The Collinsville-Maryville area is physically separated from the Quad Cities by a floodable area at the base of the bluffs. The Collinsville-Maryville area is almost entirely found in the uplands and is also almost entirely a white area. In contrast to the Quad Cities, this community area contains little manufacturing. The area originated from two nodal points, one in Collinsville and the other in Maryville. The area is almost entirely within a single school district. A single newspaper serves the area (Figure XVI-24).

Edwardsville-Glen Carbon is another upland community, but one which has a different focus than that of Collinsville-Maryville. It originated from two nodal points, one in Glen Carbon and one in Edwardsville. The area is almost entirely within one school district and one legislative district. Its road system also tends to link it together, as does its daily newspaper. It is almost entirely a white area.

The fourth community area is in East St. Louis and Brooklyn. This is a black, generally poor, often blue collar or laboring community which is physically and socially quite separate from the other communities in the CCDA. It contains two school districts, one in East St. Louis and another in Brooklyn. The recent formation of a black mayor's group in which the mayors of Brooklyn, East St. Louis, and Venice are

the only CCDA representatives emphasizes the differences between this area and others in the CCDA. The composition of this group also illustrates the linkage (though perhaps just a developing one) between East St. Louis, Brooklyn and Venice.

The fifth and last community area is a spatially spread-out one composed of National City, Fairmont City, Washington Park, and State Park Place. It contains largely working class people in moderate homes who are largely or entirely white. It has no clear focal point, though at one time a large share of it was oriented towards East St. Louis.

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